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MEMBER OF THE LONDON FUR TRADE ASSOCIATION INCORPORATED

The Artistry of Fur

SCOTLAND'S LEADING FURRIERS are now showing the Newest Parisian Models in FUR COATS WRAPS AND CLOTH TRIMMED COATS.

The new MILLINERY DEPARTMENT is also complete with the latest Paris Creations in Felts, Velours and Velvets.

Furs sent on approval if order accompanied by Banker's reference.

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50-52 BUCHANAN ST. GLASGOW. C.1.

BY APPOINTMENT TO THEIR MAJESTIES THE KING AND QUEEN

NEW HAT in Felt and Satin. In Black and all the fashionable Winter colours. Also in velvet. PRICE **5 Gns.**

DEBENHAM & FREEBODY
(DEBENHAMS LTD.)
WIGMORE STREET (Cavendish Square) LONDON W 1

"BUY BRITISH GOODS."

Hollow Ground Blades

There is never a shaving doubt with a Wilkinson, for the **HOLLOW GROUND BLADES**, hand-forged from the finest steel by skilled British workmen, have made it the one reliable safety shaver on the market. The blades last, not discarded after a shave or two as with the obsolete "strip of metal" type of blade.

* The new **ADJUSTABLE FRAME**, which enables you to adjust the depth of cut to your own requirements, is a really wonderful invention, which together with the **ROLLER GUARD** ensures smooth, clean shaving.

SOLD EVERYWHERE

WILKINSON
Safety Shaver

No. 121. Comprising seven *hollow-ground blades, each etched with day of week, adjustable Shaver-Frame, Automatic Stropper, in polished oak case* **42/-**

No. 122. The same as No. 121, but with only three *blades (numbered)* **25/-**

Other sets at **15/6** *and* **8/6**

WILKINSON SWORD COMPANY, LIMITED
53, PALL MALL, LONDON, S.W.1. Factory: ACTON, W.4.
Gun, Sword and Equipment Makers, Razor Manufacturers.
(T. H. RANDOLPH .. Managing Director.)

WHY REMAIN GREY?

How Society Men and Women Re-create their Hair's Lost Colour

FREE TREATISE.

How Society men and women guard against the social and business handicap of Grey Hair is revealed in a dainty little Boudoir Book just published.

This book will not take you ten minutes to read, yet it discloses the secret by which you can grow glossy, abundant, and silken hair, and—most important of all—preserve it from the greying and disfiguring touch of Time by the one treatment endorsed by the Press.

THE FOLLY OF DYES.

Dyes and artificial hair paints are, of course, strictly tabooed by men and women of refinement. This is not only good taste, but good sense as well. Dyed hair is always conspicuous. It literally shouts the embarrassing information that its colour came out of a bottle. Further, dye ruins the hair's structure and health, rots it away, and causes it to fall out.

There is only one satisfactory method of curing greyness and hair loss of colour. This is to re-create, naturally, your hair's real colour from root to tip. You will find how to do this between the gold and ivorine covers of the book mentioned above.

Remarkable results follow this method.

Right from the first your hair becomes less and less grey.

No matter how long the greyness has existed, the lost colour is restored.

You can easily prove this. When the colour has been restored, just wash your hair and scrub it as hard as you can. Not a speck of colour comes away. This is because the colour is part of the very structure of your hair, and not a dye or stain.

The One Method Endorsed by the Press.

"THE QUEEN" (and "COURT CHRONICLE") says:

"'**Facktative**' *certainly is admirable in its results. Its effects are permanent, it is delightfully clean and easy to use.*"—"*There are other points which commend it, its admirable effects upon the* **general health and condition of the hair** *and so on; but it is in its* **wonderful powers of restoring the actual colour** *to the hair that its chief interest lies.*'

"SUNDAY TIMES" says:

"'**Facktative**' *is nature's own remedy, and of its efficacy one can scarcely speak sufficiently in praise. . . .* **I have personally used this restorative . . . I can myself testify to the truth of all it professes to accomplish.**"—HYGEIA *(Editress "Secrets of Health and Beauty").*

☞ *Space forbids but a few brief extracts only, but accompanying the free Boudoir Book is sent full, independent, and spontaneous testimony which the sterling merits of* "**Facktative**" *have called forth from these and numerous other authorities from all parts. Readers should write to-day to the* "**FACKTATIVE**" **Co. (Suite 4) 66, Victoria Street, Westminster, London, S.W.1,** *for a free treatise, which will be sent post free in plain sealed envelope.*

IMPROVES HAIR-HEALTH AND BEAUTY.

Besides restoring the lost colour, this treatment improves and tones up your hair in every way.

It removes all accumulations of Scurf or Dandruff.

It invigorates and vitalises the hair and promotes a strong luxuriant growth.

It prevents the hair falling out and baldness.

Finally, by restoring your hair to exactly the same shade and depth of colour as it possessed before it became faded, dull or grey, it makes you look years younger and even takes as much as 10 to 15 years from your apparent age.

BOOK OF HAIR-HEALTH AND BEAUTY FREE.

Should you be troubled with white, grey, greying, faded or otherwise discoloured hair you should write to-day to the "FACKTATIVE" Co. (Suite 4), 66, Victoria Street, Westminster, London, S.W.1, for a copy of their book describing how to cure grey or faded hair without the use of dyes or stains.

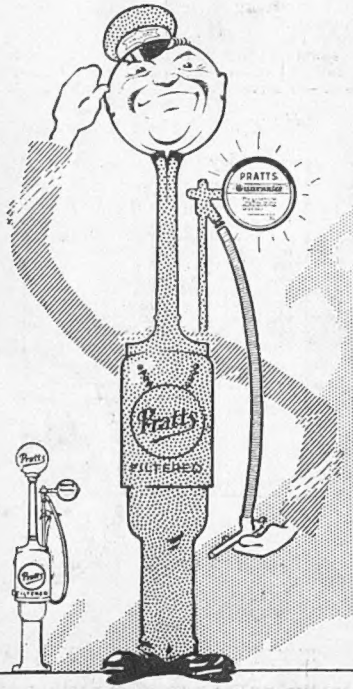
Just mention your address and a copy of this book will reach you by return, gratis and post free, in plain sealed envelope, free from observation.

Of interest to Motorists

STAND 299

OLYMPIA OCT. 9-17

THERE'S a wealth of interesting exhibits for motorists at my stand. In addition to Pratts Perfection Spirit there will be completely equipped one and five-gallon Golden Pumps for bulk storage installations, and lubricating Oil Outfits on view. A representative of the Proprietors of Pratts will demonstrate the working of all models, and answer any questions visitors may care to ask.



Sweeping Victories for Pratts

World's 24 Hours' Record.
Broken at Montlhery by Capt. J. R. Duff and Mr. Woolf Barnato, at an average speed of 95 miles per hour, driving a 3-litre Bentley and using Pratts.

Two World's Records (Unlimited).
Established by Capt. J. R. Duff driving a Bentley car at an average speed of 97 miles per hour for 18 hours on Pratts.

Grand Prix de Boulogne.
Both classes won on Pratts, also Pickett Cup, Crouy Cup, 4 Miles Speed Trials, 1 Mile Hill Climb and 500 Metres Hill Climb.

Belgian 24 Hours' Road Race.
The Imperia Team secured 1st, 2nd, 4th and 5th places on Pratts.

Belgian Grand Prix.
Won on Pratts, 250 miles at 66·6 m.p.h., also record lap at 72·6 m.p.h.

Championship of Ireland.
75 Miles Championship of Ireland and 75 Miles Championship of Ulster in 250 c.c. class with Pratts.

Vesey Cup.
For best fuel consumption won on Pratts.

Scottish Six Days' Trials.
53 awards captured out of 75 by competitors using Pratts.

International Six Days' Trials.
Every Team Prize and 43 out of 51 other awards won on Pratts.

All Won on

PRATTS
PERFECTION SPIRIT

On Top in all Road Tests

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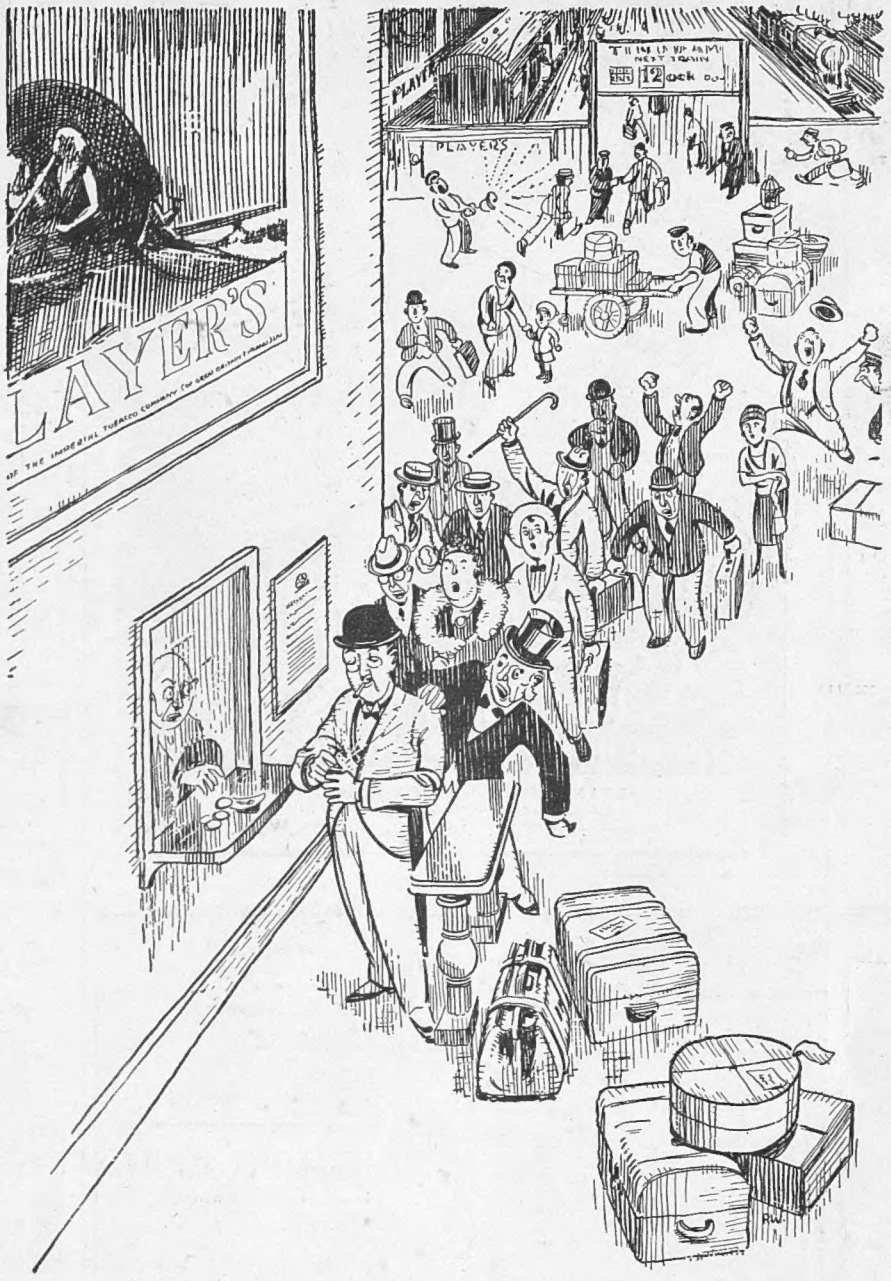
ANGLO-AMERICAN OIL COMPANY, LTD. 36 QUEEN ANNE'S GATE, LONDON, S.W.1.

D.A. 587.

PLAYER'S *MEDIUM* NAVY CUT CIGARETTES, PLAIN OR CORK TIPS



The man who simply had to light a

PLAYER'S

Cigarette

"White Label" 10 for 5½d.

Medium 10 for 6d.

PLAYER'S NAVY CUT

Full Size — Old Virginia Tobacco

P1228

Reg. No. 154,011

The "Chatham" Wing Easy Chair, upholstered all hair, and covered in Damask as illustration .. .. £13 : 0 : 0
Ditto. Ditto in Lining .. £10 : 10 : 0

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Made throughout in our own workshops, where mass-production methods are unknown, the above, in common with all our Easy Chairs and Settees, embodies the finest materials and workmanship and can be relied upon worthily to maintain our traditions of over eighty years of fine furniture making.

New Edition of our Illustrated Catalogue of Easy Chairs and Settees post free on application

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THE LONDON DYERS AND CLEANERS

GENTS SUITS OVERCOATS etc.
Dry cleaned stains removed, reshaped and pressed.

LADIES' DRESSES JUMPERS, BLOUSES etc.
beautifully cleaned or dyed the new shades, perfectly finished and returned ready for wear.

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EASTMAN'S staff of expert furriers clean, dye and remodel furs of all kinds.

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Last season's Felts and Velours cleaned or dyed and remodelled to fashionable shapes.

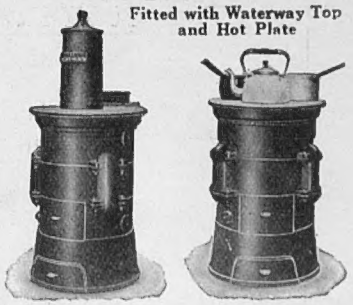
Send them to EASTMAN & SON

THE LONDON DYERS AND CLEANERS

230 BRANCHES IN LONDON AND SUBURBS.
Country orders returned Carriage Paid.
Works : ACTON VALE, LONDON, W.3.

The "WENTWORTH" BOILER

Fitted with Waterway Top and Hot Plate



Boiler fitted with removable Top Feeder for keeping in all night.

Boiler with Top Feeder removed and plug inserted for use in cooking and boiling.

For GARAGE & GREENHOUSE HEATING
(As particulars below.)

This Boiler is suitable for Central Heating and providing Hot Water for Domestic Purposes. The top of Boiler is fitted with a Hot Plate, or Hob, which is very effective for boiling and simple cooking operations.

Size of Boiler	Capacity in 4in. Pipes Lineal ft.	Tapping	Diam. of Smoke Pipe	Price exclusive of Smoke Pipe
No. 4 16in. x 12in.	170	1¼in.	5in.	£5 14 4
,, 5 16in. x 18in.	190	1¼in.	5in.	£7 3 2
,, 6 16in. x 24in.	220	1¼in.	5in.	£8 13 9
,, 7 16in. x 30in.	250	1¼in.	5in.	£10 5 3

GREENHOUSE	ft.	ft.	ft.	GARAGE	ft.	ft.	ft.
No. 4 Boiler,	12	x 44	x 8	No. 4 Boiler,	35	x 40	x 10
,, 5 ,,	12	x 48	x 8	,, 5 ,,	40	x 40	x 10
,, 6 ,,	12	x 56	x 8	,, 6 ,,	40	x 45	x 10
,, 7 ,,	12	x 64	x 8	,, 7 ,,	45	x45	x 10

Or same cubical contents.

NEWTON CHAMBERS & CO. LTD.
THORNCLIFFE IRON WORKS, near SHEFFIELD.
Telegrams: "Newton, Sheffield." **Estab. 1793.** *Telephone:* Ecclesfield 71 & 72

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Why go **Grey?**

HINDES HAIR TINT

tints grey or faded hair any natural shade desired — brown, dark-brown, light-brown or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over a million people. Medical certificate accompanies each bottle. Of all Chemists, Stores and Hairdressers 2/6 or direct :–

HINDES, Ltd., 1, Tabernacle St., City, London

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NEW CAMI KNICKERS
OF EXCLUSIVE DESIGNS

Lingerie Dept., Second Floor.

***Cami Knickers,** designed and made in our own workrooms from good quality crepe de Chine. The back is cut perfectly straight, while the front is made with small godets and trimmed with Calais insertion. Made entirely by hand. In a good range of artistic colours.*

PRICE
39/6

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, LONDON, S.W.1

Brightens dull fair Hair

EVAN WILLIAMS' CAMOMILE SHAMPOO

Of all Chemists and Hairdressers.

A Complete and Compact Garage

A pleasing tiled roof Motor House and Workshop combined. A thoroughly sturdy well-built private garage with ample car space. Handsome and durable, easily erected anywhere. Carriage paid to most Goods Stations in England and Wales.

We are greatly reducing the prices of all our manufactures but their high standard quality remains the same, carriage paid to most Goods Stations in England and Wales. Call or write for particulars and new prices.— MOTOR HOUSES, BUNGALOWS, CHALETS, GREENHOUSES, GARDEN ROOMS and other Portable Buildings.

BROWNE & LILLY, LTD.,
Manufacturers and Exporters,
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Take
TAMAR INDIEN GRILLON
THE LAXATIVE FRUIT LOZENGE for
CONSTIPATION
GASTRIC & INTESTINAL TROUBLES
3/- Per Box of all High-Class Chemists
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VOGUE GOOCHS Ltd & VALUE

NEW AND DISTINCTIVE GOOCH MILLINERY AT MODERATE PRICES

No. 1. This distinctive and becoming Hat is specially designed for the smart matron. It is made in black velvet and ribbon.

PRICE **3½ Gns.**

Cannot be sent on approval.

No. 1

No. 2

No. 2. This attractive and good fitting Hat is carried out in panne and becomingly trimmed with silk petersham. Colours: nut brown, havana, or black.

PRICE **29/6**

Box and Postage 9d. extra.

Cannot be sent on approval.

No. 3. Very attractive Hat in cedar panne. The original trimming is carried out in wide silk petersham to tone.

PRICE **69/-**

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No. 3

No. 4

All these Hats can be made in any shade and fitting to special order.

No. 4. This very distinguished Hat is made in black velvet, and the becoming cloche underbrim is of petersham.

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Write for our latest catalogue of autumn and early winter fashions. It is post free.

GOOCHS LTD., Brompton Road, London, S.W.3

8105. An original one-bar Shoe in Patent Colt with Beige Glacé Kid trimming. Also in light Beige Glacé Kid with self trimming. Sizes and half sizes 2 to 8.

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Plus 6d. postage.

Fascinating New Autumn Styles

45492

46492. An unusual Court Shoe with open cut design and medium high Louis heel. In Patent Colt, Tan, or Beige Glacé Kid. All sizes and half sizes 2 to 8.

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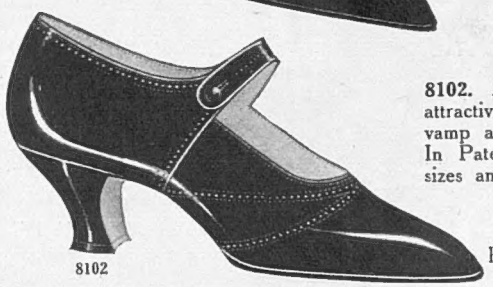

8102

8102. A neat Bar Shoe with attractive punchings on the vamp and low Louis heel. In Patent Colt only. All sizes and half sizes 2 to 8.

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Plus 6d. postage.

ORDERS BY POST

You may order by post with every confidence. Send size and style and 6d. extra for postage to the Dolcis Shoe Co., Post Order Dept., 7-10, Great Dover Street, London, S.E. 1.

Dolcis fine shoes

78-80, OXFORD STREET **468-470 OXFORD STREET**
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ELLIMAN'S

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2/- and 4/- per bottle.

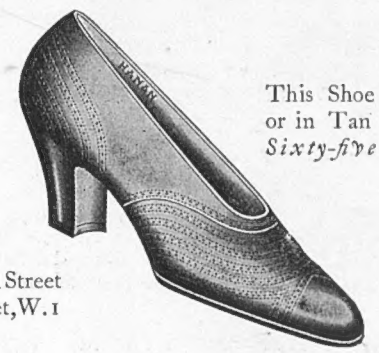
AT ANY CHEMIST OR STORE.

MADE BY ELLIMAN, SONS & CO., SLOUGH.

HANAN & SON

Makers of Unusually Beautiful Shoes

The most fitting finish to that poem which is a pretty dress—A HANAN SHOE.



This Shoe in Patent or in Tan Calf, costs *Sixty-five Shillings*

328-332 Oxford Street
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SHOES *for* MEN - SHOES *for* WOMEN

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NON-SLIP NO NETWORK. ALL ROUND TRANSFORMATIONS *(as sketch)*, With NATURAL PARTING From 6 Guineas.

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A Selection of Chignons, Switches, etc., always in Stock.

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(Opposite Bourne & Hollingsworth's)

Inventors, Patentees, and Sole Manufacturers and Vendors of the widely popular WOODVILLE Transformations. Maison de Confiance.

TRUE SHETLAND TWEEDS

As actual manufacturers you have our guarantee that these distinctive Shetland Tweeds are free from "shoddy" (old wool reworked). We dye, spin and weave the wool into many exclusive designs. Send for patterns or ask your tailor to obtain them for you.

Hunter Tweeds will give you exceptional service.

Trade enquiries are invited.

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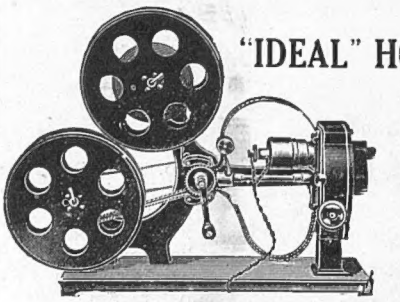

The Kinex Home Cinema, completely equipped with its own electric lighting set, is the ideal Projector for home use. It is so simple that a child can easily use it, and is absolutely fireproof. The Kinex takes only standard size films as used in all picture theatres. Selection is therefore unlimited. Supplied in 2 patterns—"A" for use with accumulator where current is not available; "B" with variable resistance for any voltage. Light, portable and compact. Suitable for any room.

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Full descriptive pamphlet post free.

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Model No. T.M. 1086
Very smart coat of corded velour, its slender lines accentuated by the circular godets at sides and on sleeves, and by the long roll collar, which, like the cuffs, is trimmed with finest Chinchilla Hare back. Fully lined crepe-de-chine. In rust or light cinnamon.
Price £9 9 0.

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ALL who appreciate good clothes should inspect the remarkable collection of Autumn and Winter modes now being shown by Rivkin's of Oxford Street. Mr. Rivkin's knowledge of the world of fashion, which has been acquired in every capital of Europe, has combined with the genius of Miss May Chester, the famous designer, to produce a wonderful display of coats, suits, evening wraps and gowns, which will well repay a visit to the splendid new showrooms.

Country customers who wish to order by post should send for the portfolio of new designs. Money will be refunded in full to any client who is not entirely satisfied with her purchase.

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PRICE
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Correct measurements of Bust, Waist and Hips should be taken easily without corsets.

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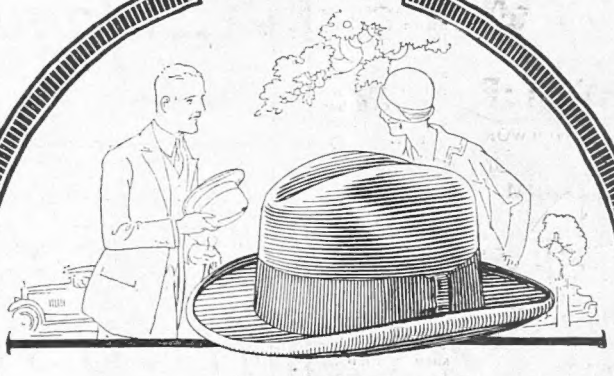

MANY a man finds the choice of a hat difficult, but a Battersby solves the problem for him. The name "Battersby" on a hat is a guarantee of expert design and workmanship.

You'll look your best in a Battersby.

Battersby HATS
FOR MEN

Sold by the best Hatters
Address of nearest Agent on application.
In standard qualities, 20/-, 25/-, 30/-
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PERFECT FITTING

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FOR COUNTRY WEAR

Stout golfing shoe, fringe tongue, in tan willow and box calf

Per pair **47/6**

Willow calf one-bar to buckle golf shoe, with fringe tongue.

Per pair **55/-**

Brown lug grain gillie golf shoe (as sketch).

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Smart brogued two-bar walking shoe, military heel, in Grey, Nigger, Fawn, and White suede. Also in Tan willow calf, box calf, and patent leather.

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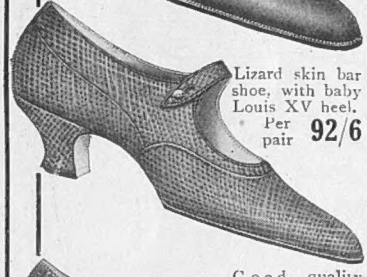

Lizard skin bar shoe, with baby Louis XV heel.

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Good quality hand-sewn brogue, in Tan willow.

Per pair **65/-**

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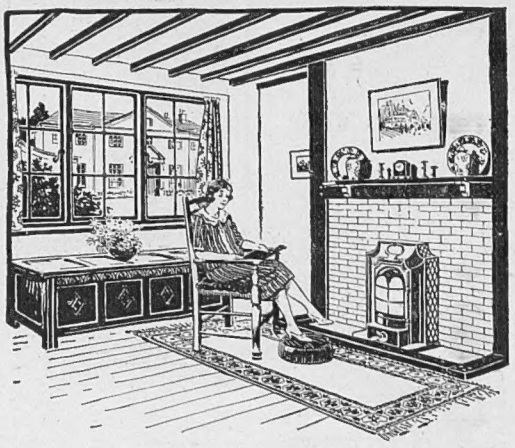

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Only requires a few minutes' attention once or twice in 24 hours—it burns continuously with Anthracite (Britain's Sunshine Coal) or other smokeless fuel— and costs from One Farthing per Hour to

KEEP SUMMER WARMTH

THE WINTER THRO'

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Ask your Ironmonger or Stove Dealer for a copy of the interesting Book of the "ESSE" or we will post direct to you with name of the nearest "ESSE" dealer.

Sole Patentees and Manufacturers

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EXCEPTIONAL VALUE IN CHIFFON VELVET

HOUSE COATS

***Useful House Coat** in rich quality chiffon velvet. The long fronts tie on left side, and collar is finished with soft fur. Lined through with silk. In Black, Blue, Cherry, Grey, Tango and Golden Brown.*

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For cleaning Silver, Electro Plate &c.

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Sold everywhere 6d 1/ 2/6 & 4/6.

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Gives instant relief from Catarrh, Asthma, etc.

THE STANDARD REMEDY FOR OVER 50 YEARS

4s. 6d. a tin.

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Play Billiards in your Home on a RILEY BILLIARD TABLE

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MAKES DELIGHTFUL & DIGESTIBLE DISHES.

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A treat with all fruit

The Creamiest Custard

HENRY HEATH LTD
105·107·109 OXFORD ST·W·

Over 100 Years of Hat Making

BY APPOINTMENT

BY APPOINTMENT

THE "CHAMPIGNON." (Regd.)

Distinctive pull-on model in finest fur-felt, designed for tailored wear. It is cut on graceful lines and features the popular short brim at the back. The unusual trimming is composed of triangular pieces of felt in harmonious shades to tone, joined together by fine golden thread. In all the newest shades **30/-**

Champignon

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A selection of Hats will be sent on approval. Write for name and address of nearest Agent. Look inside the Hat for the Registered Trade Marks.

By appointment to HER MAJESTY THE QUEEN OF SWEDEN

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LITTLE GIRLS' COATS *OF EXCLUSIVE DESIGN*

The study of children's clothes is to-day particularly important. Our Children's Outfitting Department is under the supervision of an expert, who personally designs every garment. The beautiful simplicity of line that characterises her exclusive creations has its origin in a complete and perfect knowledge of the subject. This section is one of the most interesting departments of our business, and its reputation is wide for the reliability of the high-grade materials from which all garments are made.

PRETTY COAT (as sketch) for little girl, in French mixture velour trimmed with finely stitched strappings, and marten dyed coney fur, lined silk and warmly interlined. In shades of Brick and Bottle Green.

In size for 2 years,	18 ins.	£7	17 6
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Hat to match trimmed finely fluted ribbon on brim and ribbon cockade - 6 9 6

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Made in Brown Willow Calf with pure Crepe rubber soles, or in English Oakbark tanned soles if preferred. Both styles at

42/- *fitted by Babers*

At Babers of Oxford St. there is the one shoe that is yours *exactly*— *fitted by skilled foot experts*

The Art of Fitting the Foot

as practised and studied by Babers' foot experts, has resulted in the scientific "HEEL-TO-BALL" METHOD

which enables us to fit close at the heel (preventing slipping) give support to the arch (preventing flat foot) and full room for the toes.

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IN choosing your Golf Shoes, it is well to remember the *particular* importance of having shoes your feet feel *at home* in.

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This taking foot-comfort for granted is your privilege as a patron of Babers of Oxford Street.

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The important question of correct foot fitting for children is specially dealt with in Babers' Department for Young Folks.

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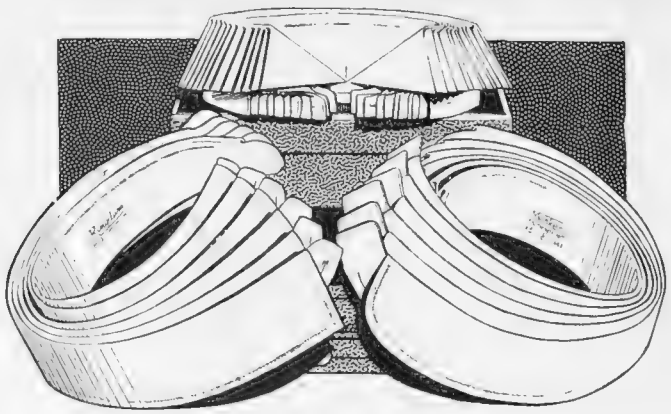

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There are thirty styles to choose from, made four sizes to the inch.

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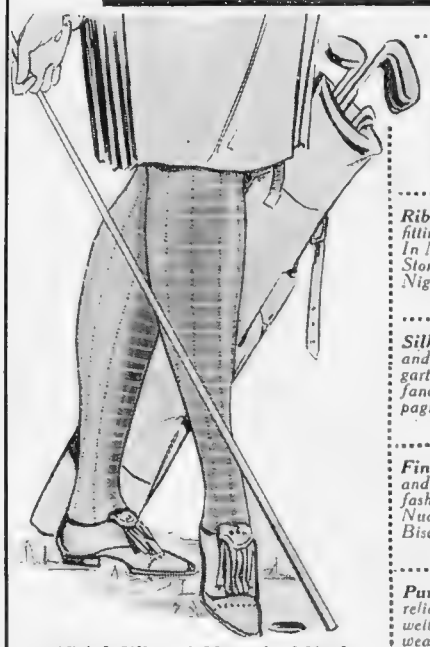

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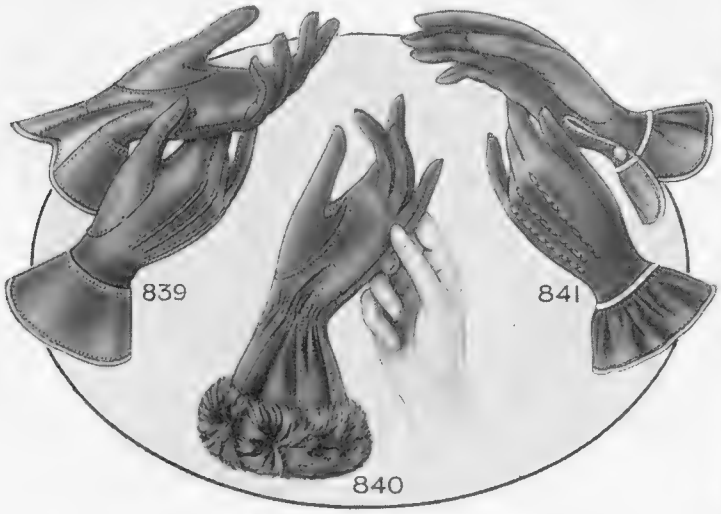

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The hat shown is made entirely of plumage, with a fan-shape Heron mount in front. Black and the newly-fashionable Tan. 69/6

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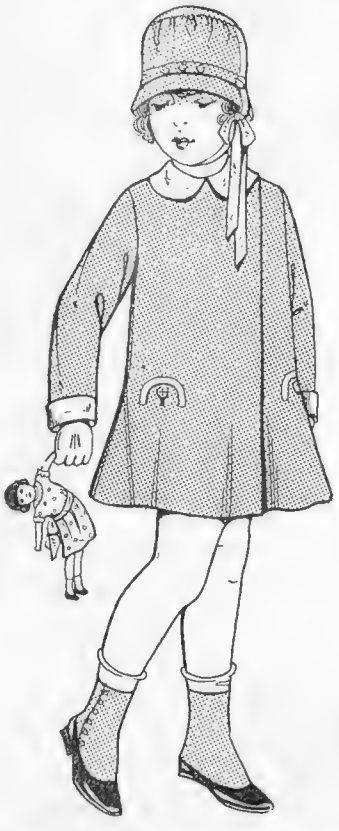

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(Second Floor)

COAT in fine quality speckled hopsack, lined polonaise and interlined domette, attractively trimmed on collar, cuffs and pockets with contrasting colours. In Yellow, Blue, Cherry, and Cinnamon. Ages 2 to 6 years.

PRICE from
63/-

HAT, in soft felt to tone with coat trimmed squares of contrasting colour, finished with ribbons to match.

29/6

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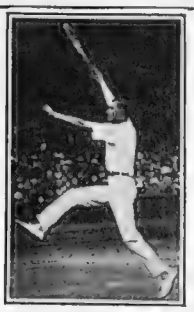
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49/9

DAINTY BOUDOIR CAP, BC 272

in Pink, Blue, and Helio Crepe de Chine, Cream lace, with medallions and flower trimming.

8/11

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In Hoar-frost a new Texture

Hoar-frost is a fine, satin-surfaced fabric with a faint fleck that is admirably suited to the slim-fitting lines of the 'Caprice' shown above. The all-important pleat is revealed in the crepe-de-chine dress beneath; the fur trimming tones with the burnished copper colour of the entire ensemble.

Salon for Model Suits—First Floor.

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Le Touquet—Paris Plage.—HOTEL REGINA FERRAS.
Lyons (Rhone).—CARLTON HOTEL.
Paris.—GRAND HOTEL, 12 Boulevard des Capucines.
HOTEL CONTINENTAL, 3 Rue Castiglione.
HOTEL LINCOLN, 24 Rue Bayard (8e).
HOTEL MEURICE, 228 Rue de Rivoli.
HOTEL OXFORD & CAMBRIDGE, 13 Rue d'Alger (1e)
ROYAL MONCEAU HOTEL, 35 Ave Hoche.
HOTEL ST. PETERSBURG, 33/5 Rue Caumartin (Nr. Opera).
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Lucerne.—HOTEL DES BALANCES ET BELLEVUE
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MONTREUX PALACE.
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HOTEL LA MARGNA
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312.—Handsome Coat of black Satin-faced Marocain, with the new full, flared skirt. Lined throughout with silk. Collar, cuffs and flounce trimmed with selected skins of various furs. In large sizes.

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With Rabbit, sable-colour	42
„ South American Skunk	55
„ Moleskin	35
„ Dyed Fitch	70
„ Rabbit, Chinchilla-colour	35
„ Skunk	60

Made in our own Workrooms.

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Also made in Artificial Satin, trimmed with Grey Squirrel, 25 Gns.

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There is every indication that Princess Slips and Petticoat Knickers will be extremely popular during the present season, in view of the introduction of the flared and godet skirt, and we have now in stock an immense variety of pleated and plain princess slips, suitable to wear with every description of Costume or Frock. All these garments are specially designed and made by our own workers from reliable quality materials in well-cut shapes.

PRINCESS SLIP (as sketch) for winter wear, perfectly plain in style, with double satin to the knee. In Black, shades of Brown, Fuchsia, Green, and other attractive colours. Lengths from shoulder, 42 to 48 inches.

PRICE **25/9**

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Special Price **13.9** per pair.

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Vest as sketch,	Knickers to match,
21/9	**25/9**

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The Bystander, October 7, 1925

No. 1140. Vol. LXXXVIII.

The BYSTANDER

Lafayette

MISS CYNTHIA FYERS

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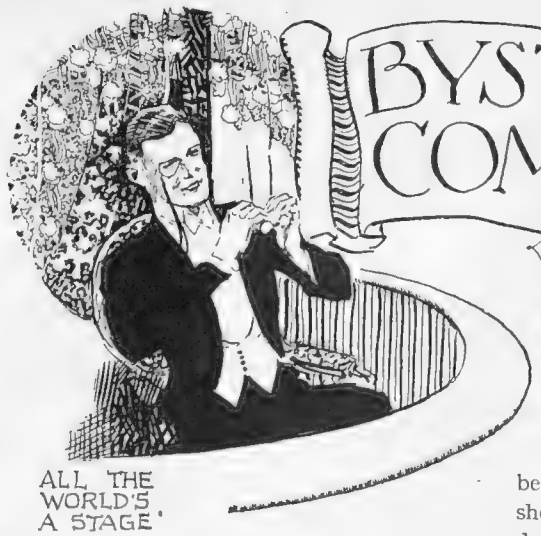


The Chauve-Souris

WHAT is the event of the week? Without hesitation I should reply that so far as London is concerned the return of the Chauve-Souris to the Strand Theatre tops the bill. We have explored most of the theatrical avenues, but these brilliant Russians remain unrivalled—unequalled, and, what is more surprising, unimitated.

A Streak of Genius

THERE has been much talk of imitating the Chauve-Souris. Purveyors of intimate revue are fully alive to its possibilities, but, somehow, the recipe eludes them. There is the streak of genius about M. Balieff that all can recognise but none can copy. His secret lies at the back of his jolly, round face, and there is no getting at it. I would venture, however, to suggest to him that he would become even more popular if his broken English were—well just a little less broken.

His Lucky Friday

CHATTING with M. Balieff on a day last week I gathered that he is superstitious. Friday is his lucky day. Mr. Arthur Bourchier is also superstitious. Friday is his unlucky day. And, so, when Mr. Bourchier let the Strand Theatre to the Chauve-Souris, he was anxious that they should not tempt providence by opening on that ill-omened day. M. Balieff, on the other hand, wanted to make success doubly sure by starting on a Friday. Here was a pretty problem, but it was eventually decided to hold the *répétition générale* on Thursday, and the first public performance on Friday, thus satisfying both parties.

The Two Jacks

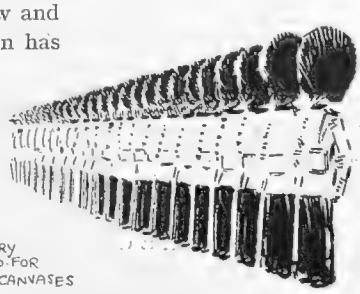
IT is lucky for London that she gets a foreign star to twinkle in her West End now and again, for her own theatrical constellation has been sadly thinned of late. In a week or two she will sustain a really tragic loss in the departure of Jack Buchanan for the land of the all-conquering dollar. Myself, I am a tremendous admirer of Jack Buchanan. Everyone knows him as a well-graced actor of most unusual finish and charm, but as a producer of revue he is only approached by that other Jack, which his name is Hulbert, who, by the way, also leaves for America before the year is out.

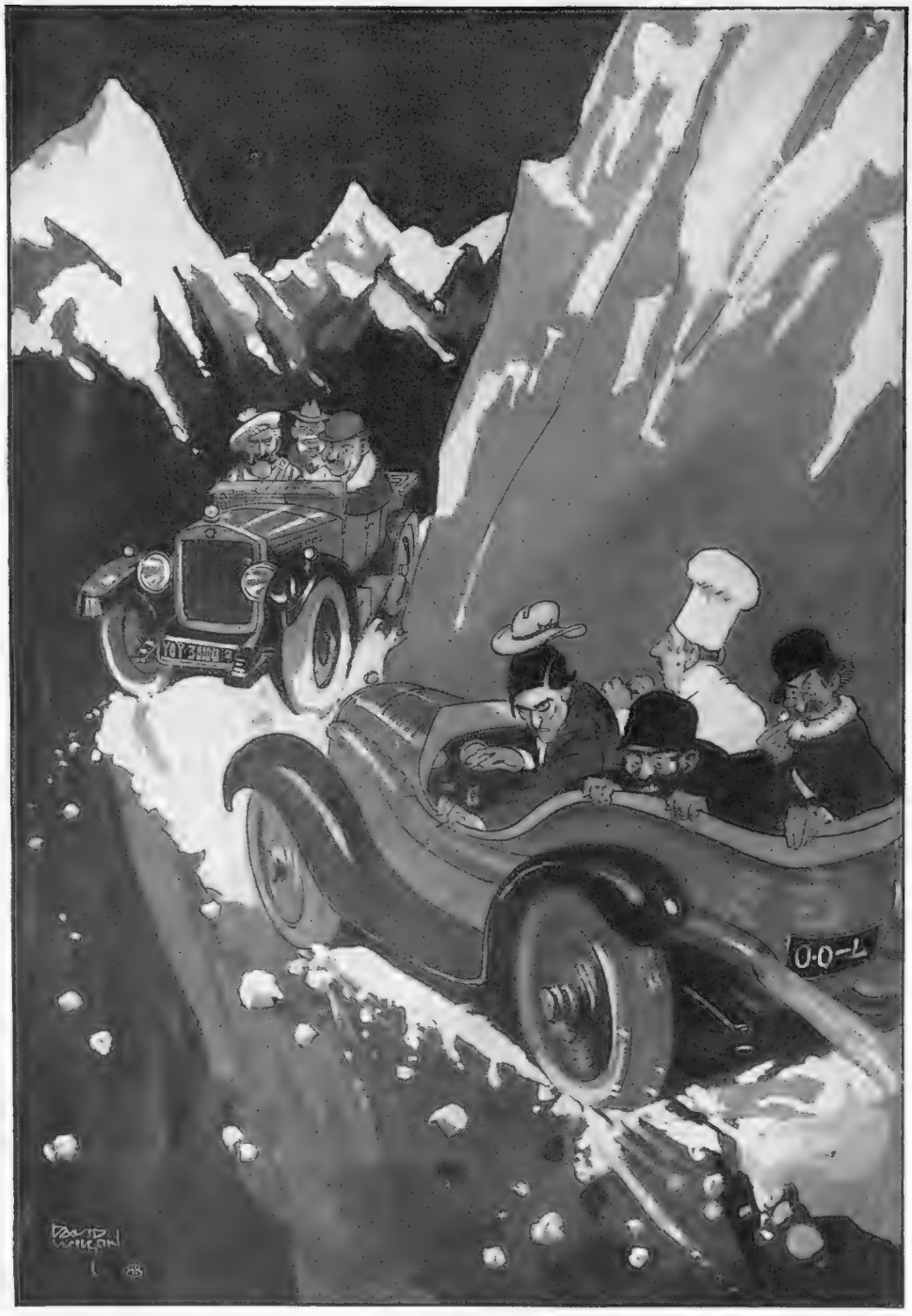
Our Playing Fields

SIR ARTHUR CROSFIELD has drawn my attention to the excellent progress that is being made by the National Playing Fields' Association, under the presidency of the Duke of York. The Association was only inaugurated as lately as the 8th July, but already the committee has drafted a constitution; is busily engaged in the formation of county branches, and is dealing with applications for help on any matter to do with the acquisition of land for playing fields or with the saving of fields already in use as recreation grounds from the incursions of builders and roadmakers.

A Glorious Epic

LAST week I remarked on the martial atmosphere provided by the manœuvres and the Wembley Tattoo, and now we have the new picture, *Ypres*, to carry our minds back to the days when the immortal salient was held by British soldiers, and Old Bill gave us lessons in optimism and self-restraint. This picture, presented by New Era Films, and produced in conjunction with the War Office, recalls most of the glorious episodes of that day—the capture of Hill 60, the introduction of poison gas to the Western Front,





TOUCH AND GO
An incident in an "A. J. Cook's" Tour

By David Wilson

the grand assault on Messines Ridge, and the attack on Passchendaele. Altogether a glorious epic.

Boosting *The Miracle*

When Lady Diana Duff Cooper arrived in New York to take up her part in *The Miracle* she was not allowed to land until the following morning, owing to the late arrival of the boat. Her dilemma, a not unusual one, was shared by some ninety other first-class passengers, and you are probably saying to yourselves that you see nothing very surprising about the business. Yet the wires got hot and the wireless waves went hurtling through the ether, for Lady Diana has just started upon her tour from Cincinnati, and Mr. Morris Gest is a manager who believes in "telling the world"—even though he has nothing particular to tell.

In My Garden

The grapes that grow out-of-doors in Kensington are, this year, of good size and quality. I don't go so far as to say that it will be a vintage year for London, but I could produce bunches from my garden that would surprise you. These grapes, as I have previously told you, were planted by French *émigrés*, and are chiefly found in the Onslow Gardens district, though some have overflowed into Chelsea.

Rule Britannia (R.V.)

Just a line to remind you that the Wembley Tattoo is again extended, and that you should not miss the wonderful display of the gallant 400 R.A.F. torch-bearers. By the way, I was immensely tickled by the revised version of "Rule Britannia," which hasn't yet found its way into print:

> Rule Britannia!
> Britannia rules the Air!
> Britons never, never, never
> Need despair!

A Stroke of Genius

The decision to sell Lord Leverhulme's pictures in America strikes me as a stroke of genius, for while some of them were of the very first-class, his splendid support of the Academicians did not always prove a good financial investment. There is very little demand for these gigantic canvases in England, and a forced sale on this side might have had surprising results. Some of the artists who are still with us have reason to thank Lord Leverhulme for his generous patronage, and they have equal reason to thank his executors for having their works auctioned in America.

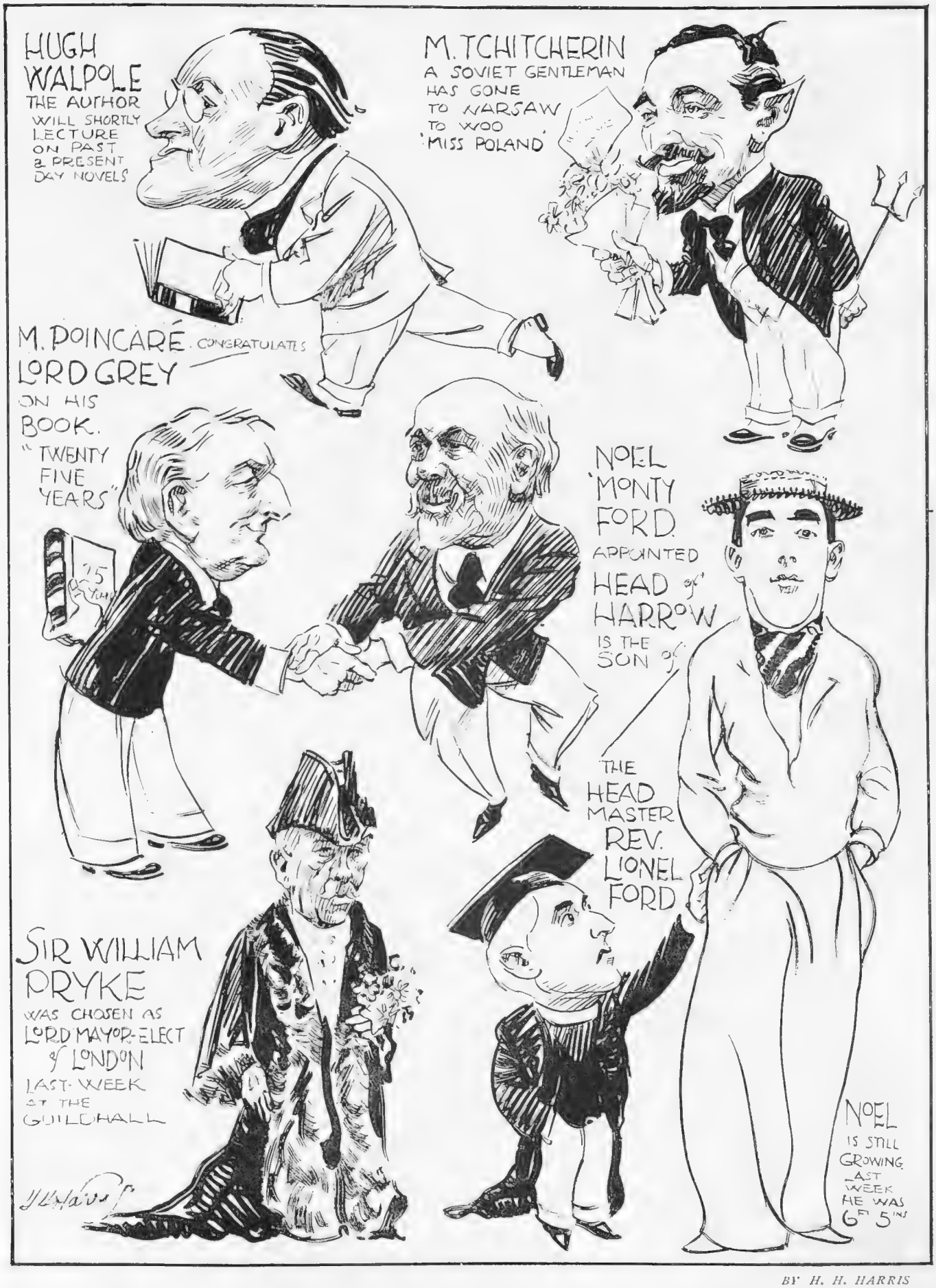
Swat That Wasp

For the first time in its career the Communist Party has been placed on the defensive. Hitherto it has buzzed about us like the wasp of which timorous mortals say: "Leave it alone or it will sting you." The result of "leaving it alone" has been an increased audacity that has finally tried our patience to breaking point, and last week the responsible heads of the Labour Party inaugurated a Crusade that may end in the wasp being "swatted" out of existence.

A Page from the Past

"I looked in at the Empire last night and saw some Boer War pictures on the bioscope. They were very life-like, and almost free from flicker, which usually makes these moving pictures so objectionable." Imagine my surprise when I read the above in my morning paper. It was some time before I discovered that the news was taken from a diary of twenty-five years ago, and I could not help thinking of Alfred Leete's gaol-bird released during the early days of the Great War: "Wot, 'aven't they got old Kruger *yet!*"

Topical Weeknesses



BY H. H. HARRIS

SOME PICTORIAL NOTES OF THE MARCH OF EVENTS

WHO, WHEN & WHERE

BY THE BYSTANDER IN SOCIETY

AT ABERDEEN *Central Press*

The Queen photographed on the steps of the Art Gallery at Aberdeen, which His Majesty opened last week. With her is Lord Provost William Meff

ROYALTY IN THE NORTH *Topical*

The King inspecting the Guard of Honour provided by the Gordon Highlanders on his recent visit to Aberdeen. His Majesty opened the extension of the Art Gallery presented by Lord Cowdray

Courts and Comfort

YOUR Bystander was gossiping the other day with a man who in his time has stayed at most of the European Courts. Since the War, naturally, the number of these visits has been largely curtailed. He told me that for solid comfort in its domestic arrangements the English Court took the lead, far and away. At one former Imperial Court the sheets on his bed were generally damp, and he slept between the blankets. Ewers and washhand-basins in many Royal palaces abroad, he said, were of the milk-jug and slop-basin variety, and the bath-room arrangements more primitive than comfortable. As a general rule he fou that magnificence and comfort ended w the State rooms, and the Imperial Royal private apartments. Beyond th the rooms were ill-furnished, and in m cases badly needing paint, paper and attention of the housemaid.

The service, too, was very bad. In fa he said, unless you took y own servant to some of foreign Royal abodes were reduced to cleaning y own shoes, brushing y clothes, and shaving in col or tepid—water.

At the English Cou matters were entirely dif ent. Everything to be with was extremely *soig* not a speck of dust, not a h in a carpet, not a rubbly pi of furniture to be seen a where. The visitors' bedroo were gay with chintzes, a there was invariably a bo stand by the bed filled w books. All was comfort fr the beginning to the end, a the service was as prompt that in a perfectly-r country-house. This could have been said in the time Queen Victoria. The hou hold arrangements introdu by Queen Mary have be responsible for the change.

IN THE SADDLE *Daily Press*

A photograph taken at Charlton, near Banbury, the country seat of Lord Birkenhead, the Secretary of State for India. The group shows: Lady Pamela Smith (left), Lord Furneaux, Mr. D. H. Scott, Lord Birkenhead, and Lady Eleanor Smith

"The Last Trump"

AT one grand-ducal Court my gossiper told

the Royal host had no sort of regard for his guests. He was a bad sleeper, and to while away his spells of wakefulness wandered through the corridors of his palace practising hunting calls on a long brass trumpet. Devout old ladies, and gay young princes who had lived well rather than wisely, hearing these brayings in the night for the first time were said to have huddled in terror beneath the bedclothes, convinced that it was the Last Trump.

The Muffin Bell

MUFFINS for tea and fashionable weddings at fashionable churches! That means the "little season" has begun. And a very pleasant time it is, with the curtains drawn and the lamps

Miss Compton Collier

A GARDEN STUDY

A charming photograph of the Hon. Mrs. Whidborne with her son Michael, in the garden of their house, Bosslane Farm, at High Wycombe in Buckinghamshire

lighted for tea, and people dropping in. People never drop in on you during the Season. They've too much to do, and if they haven't, you have.

In spite of *thés dansants*, and the hundreds of cups of tea that are drunk every afternoon at the Ritz, Claridge's, the Savoy and suchlike places, one of our old social gatherings still remains—and that is the chance meeting of our friends and acquaintances round the tea-table. I don't mean tea-parties—

A FAMILY AFFAIR *Miss Compton Collier*

The Hon. Mrs. Van de Weyer, sister of Lord Powerscourt, with her children in the garden of Clyffs, her Dorchester home. The photograph shows: Sylvain (left) Jasmine, Myrtle, Adrian, the Hon. Mrs. Van de Weyer and Daphne

IN THE CHANNEL ISLANDS *Central Press*

Major-General Sir Charles Sackville-West, the Lieutenant-Governor of Guernsey, photographed in the garden of the Old Government House Hotel with Lady Sackville-West. Sir Charles succeeded General Sir John Capper in the post

those come under a category that may be called painful.

No, I mean those little gatherings quite *à l'improviste*—there are still dozens of them taking place to-day, and they will go on every day, too, until Christmas—where people, as I have said, drop in.

These little gatherings are a series of mirrors of the life and thought that are going on all round us. They are extraordinarily interesting because you hear so many subjects discussed—sometimes with knowledge and wisdom, sometimes without either. But, still, there is the discussion, and talk is always interesting.

Over the muffins the day before yesterday, in a cosy little drawing-room in Mayfair, somebody said "Have you noticed how many young married couples nowadays don't seem to hit it off?" The lady dotted her "i's" and crossed her "t's" in the matter of names, separations and prospective divorces.

Cuddled up in the corner of a big sofa was a dear old lady. When the somebody I have mentioned had finished her list of the marital breaks-about-to-be, the old lady said:

"Things are so different nowadays. Is it fair to blame them because they were born in the old conditions and don't understand, and therefore can't accept the new order of things?"

This was intriguing. We begged her to explain. This is what she told us. When she married in

Alfieri

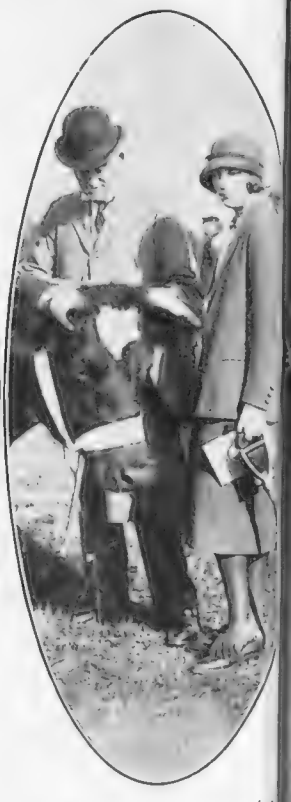
A GROUP INCLUDING MISS NETTLEFORD, MISS WAGG, MRS. NETTLEFORD, MISS BEAUCHAMP AND MRS. SPENCE

AT A SOMERSET SHOW

The show held last week by the Frome District Agricultural Society attracted a large number of visitors, some of whom fell victims to the ubiquitous photographer

Sport and General

The HON. ELIZABETH JOLLIFFE AND CAPT. BATTEN-POOL



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The MARQUIS OF BATH WI LADY MARY THYNNE

Alfieri

AT THE WYE 'CHASES

Mrs. Elkington and Major Surtees on their way—judging from the cheerful expressions—to collect the spoils of victory at the Wye Steeplechases

Central News

A MEETING AT MUSSELBURGH

Lord Dalmeny, with Sir William Sleigh (Lord Provost of Edinburgh), Lady Sleigh, and Mr. Oswald Barclay (Secretary of the Meeting), at the Musselburgh Race Meeting, near Edinburgh, last week

because he had been brought up in a big house.

"Well," concluded the old lady, "mankind is mankind, and my grandson is going to be divorced in the autumn, and it's all through living in his wife's pocket in a microscopic flat, and I believe this is the grandmother paid for a whole house when they started in double harness.

"What could you expect?" asked the old lady. "They had what the wife clamoured for, 'a good address,' but they could never get away from one another. He had to dress and keep his clothes in the bathroom. His temper, his shirts, and his clothes were ruined by steam. There wasn't a corner in the flat where he could be by himself, and his wife had to keep her hats under the sitting-room sofa. It was all so small and poky that the wife swamped the place. It got on his nerves, the 'eighties, her husband had £1,000 a year. On this they lived comfortably in a small house in Kensington, entertained quietly, and had all they needed in reason. They had no *souci d'argent*, and lived an interesting and varied life.

Her grandson had the same income, she told us, £1,000 a year. He married. His wife insisted on a flat as near Mayfair as possible. For a bedroom, a sitting-room, a bathroom, and that amorphous thing called a kitchenette, the young couple paid £200 a year more than the grandfather and reason why such a lot of young marri couples nowadays are not hitting it off."

Lectures for Mothers

SPEAKING of young married coup reminds me that Lady Erleigh asked me to tell you of six lectures wh are to be given at Carnegie House, Piccadilly, on "Everyd Psychology in the N sery." The first ta place on October They are meant parti larly for young mothe with one special lecture "Family Discipline" mothers and fathers Dr. Crichton Miller. Ot lecturers are Sir Br Bruce-Porter, Dr. Leona Williams, and Dr. Hec Cameron, and some of subjects are "The Psych logy of Infancy," "He dity and Environmen "Temperament," a "Problems of Scho Age." Tickets are 7*s.* for a single lecture £2 2*s.* for the six, and m be obtained from countess Erleigh, Rutland Gate, S.W.7.

A Discovery

I THINK I have mad discovery which be very disgruntling those people who rail ab the dress of mode woman. It was at th interesting play, *Lavend*

Ladies, where you get the clash between the mental outlooks of nineteen-hundred and of to-day. One of the Lavender ladies wears the dress of the period, flowing skirts, sleeves to the wrist, and the tight-waisted bodice high up to the chin. Her tempestuous niece, who wants to take iconoclastic liberties with the Marriage Service, wears garments of to-day's latest fashion.

Seen side by side the effect was curious. Save for bare arms and the display of calves and ankles, there was no indication, so far as her dress was concerned, that the young woman belonged to the gender feminine. She might have been a roly-poly pudding with arms, legs, and a head stuck on to it. On the other hand, the dress of the beginning of the century *accusait*, as the French put it, every line of the elder woman's figure—waist, hips, bust, were all outlined by the clothes.

So, my gentles, if it is wrong, as the railers say, for women to expose her figure by her clothes, since it may prove a temptation to mankind, surely the contrast of these two dresses in the play proves that the Edwardian ladies, although completely covered from their feet to their Adam's apples, were greater sources of temptation to the male than their shapeless sisters of to-day.

Please don't think that I, for one moment, suggest that these flowing-robed ladies were sources of temptation; I am only taking the thesis of the railers—clerical and others—that woman's scanty garments of to-day have a reprehensible attraction because of the amount of female figure they disclose. Actually, beyond calves and elbows—and how few of these bear the exposure with success—woman's dress to-day discloses nothing of her figure. Like the young woman in the play they might all be roly-poly puddings—of differing sizes and thickness, of course.

A Sporting Family

One hears of nothing but motor accidents. Lord and Lady Edward Grosvenor and Lady Juliet Trevor had an unpleasant experience lately, and now I hear from Ireland that Lady Osborne Beauclerk and her son and daughter, Lord Hugh and Lady Patricia Beresford, have had a fortunate escape from what might have been a serious matter for them all. Their car came into collision with another car. One of Lord Hugh Beresford's hands was injured, but his mother and sister only received a severe shaking.

Lady Osborne Beauclerk, Lord Lansdowne's second daughter, married the late Marquis of Waterford some twenty-eight years ago. She was a widow for seven years, and then married Lord Osborne Beauclerk, the Duke of St. Alban's half-brother and heir to that Dukedom. Lady Osborne had six children by Lord Waterford, three sons and three daughters, who carry on the sporting traditions of the Beresford family. The two elder girls, Lady Blanche and Lady Katherine, are Joint-Masters of the Waterford Hunt, and are numbered amongst the most popular M.F.H.'s in Ireland, but to everybody's regret this will be their last season, as they have announced their resignation at its close.

Alfieri

LADY GREY

Alfieri

THE COUNTESS OF ELTHAM

British Illus.

MISS SILVERTOP (left) and THE HON. MRS. WILLIAM FRENCH

ONLOOKERS AT WOLVERHAMPTON

A camera record of a few of the visitors to the Wolverhampton Steeplechase Meeting last week, when some good fields turned out

IN BRECKNOCKSHIRE *Topical*

A group taken in the enclosure at the Brecknockshire Show, at Brecon, including Lady Swansea (left), Lord Swansea, Mr. Seymour Berry and Lord Glanusk

Alfieri

THE COUNTESS OF BRADFORD AND LADY DIANA BRIDGEMAN

Old and New

IF you want to see an exhibition of contrasts between the old conception of water-colour painting and the new, you should go to the St. George's Gallery in George Street, Hanover Square, where there are some sixty water colours by contemporary English painters on view. Sir Charles Holmes, Mr. Muirhead Bone and Mr. James McBey give the skill and correction in drawing, the colour and the actuality of the elder school, but some of the younger painters are so influenced by the post-impressionist manner that it requires much imagination to apply the titles of their pictures to the pictures themselves.

A Word on Capitalists

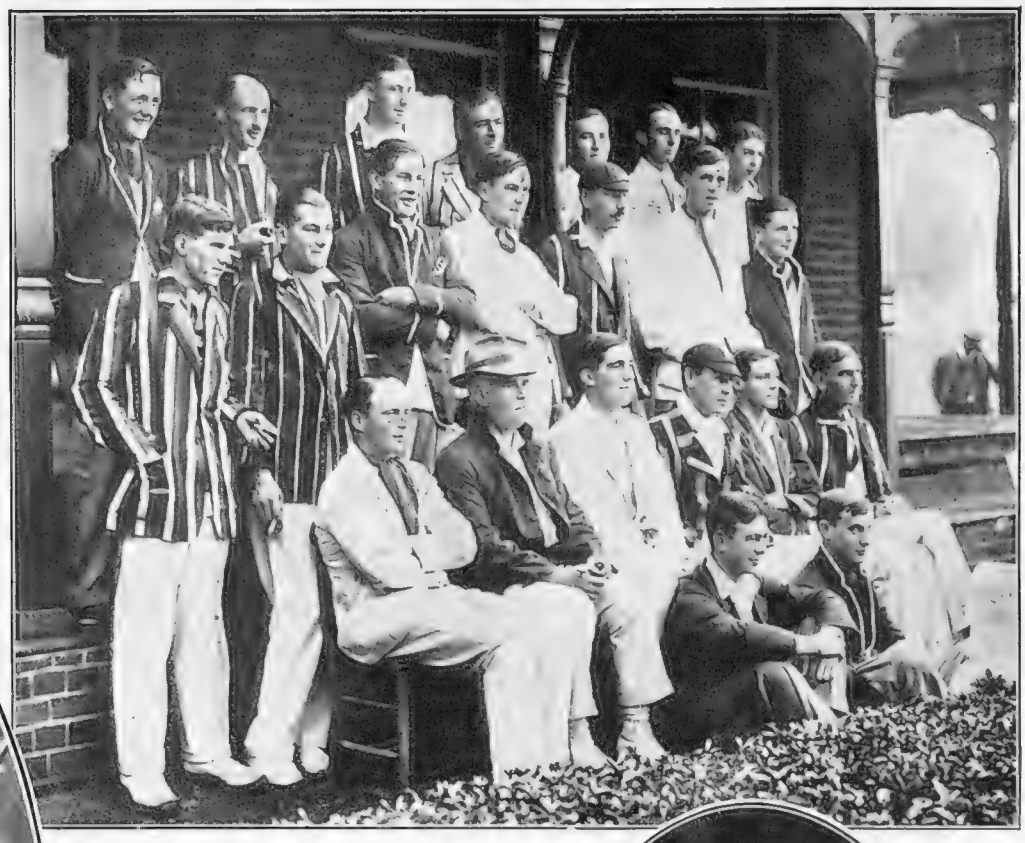
I WOULD venture to suggest to my Lady Cynthia Mosley and others—both of her station and out of it—that before they begin to prattle in public about the abolition of capital they should read Sir Ernest Benn's book, *The Confessions of a Captialist.*

Sir Ernest started life with nothing at all. He created a business which now employs two thousand people. That business now brings in £400,000 a year, and of that employees get £390,000. Sir Ernest has the remaining £10,000 a year for himself. But of this the Government takes £5,000 in taxation. So actually in return for his years of hard work, his skill and business acumen Sir Ernest only gets £5,000 a year for himself.

If the people who cry "Away with capital and the capitalist" had their way such men as Sir Ernest Benn and all they stand for as national assets would cease to exist. If the Socialists followed the Russian example and swept capital into the blue, who should we have to create new industries? Of course, the Socialist answer is "The State." But the odd thing is that so far no State has created industry. You want individual brains and energy for that.

A GUARD'S WEDDING [*Aitken*

Sir Terence Falkiner, Coldstream Guards, and his bride, formerly Miss Mildred Cotterell, after their wedding at Brompton Oratory last week. Lady Falkiner is the daughter of Sir John and the late Lady Evelyn Cotterell, and a granddaughter of the Duke of Richmond and Gordon



Sport and General

THE CAMERA'S INNINGS

The two elevens who took part in the annual "Goose" Match which brings the cricket season at Harrow to a close. This year's match ended in a draw

Bassano

A RECENT WEDDING

Mr. and Mrs. Sydney Bowyer, who were married at All Souls', Langham Place, last week. The bride was Miss Olga Yvonne North, daughter of the late Colonel Sir Harry North and Lady North

AFTER THE CEREMONY *Bassano*

Mr. Howard Marshall and his bride, Miss Ruth ffolliott Shackle, after their wedding at St. Martin's-in-the-Fields last week. Mr. Marshall is a well-known Rugby footballer who got his "blue" at Oxford

Sir Ernest's book is a splendid answer to the hot-air theories about capital and capitalists which so many people are expounding in these days; people, too, who draw comfortable incomes from invested capital which somebody else earned for them. You should read it.

Magdalen College Mission

PRINCESS MARY has promised to be present at a concert which will be given on Monday evening, November 2, in aid of the Magdalen College Mission. The tickets are a guinea and may be obtained from the Rev. P. Maryon-Wilson, Magdalen College House, 1, Oakley Square, N.W.1. The Princess has a special interest in Magdalen College, as it was there that the Prince of Wales spent his time at Oxford.

Wintering in Morocco

THOSE of you who were thinking of seeking the sun in Morocco this winter and have given up the idea because of the Spanish and French operations against the Riffs, can be re-assured, and start plan-making again. The fighting is taking place entirely in the mountains in the north of Morocco, far away from the plains. So secure and peaceful is that part of Morocco that the Compagnie-Générale Transatlantique is running its motor tours as usual, its hotels in Morocco have been open all the summer, and all its services are running normally and will do so during the winter.

One mistake that has led a good many people to cry off Morocco is that Fez Bali, so often mentioned in the fighting, is taken to be Fez el Bali, the old quarter of Fez, the capital. Fez Bali is a village in the mountains. So if intending travellers have made this mistake they will know now that Fez itself is as safe as London. Further than this, the personal security of travellers in the French zone is guaranteed by the French military authorities.

One tour which is being arranged by the Compagnie Générale Transatlantique is to the extreme south of Algeria, a journey of nearly 900 miles. A little book published by the Compagnie, called *The Magic of Islam*, will give you all details of their motor trips and other travel arrangements in Morocco.

R. G. LASCELLES, ESQ., by "JONK"

SIR JOHN H. MULLENS, by RALPH CLEAVER

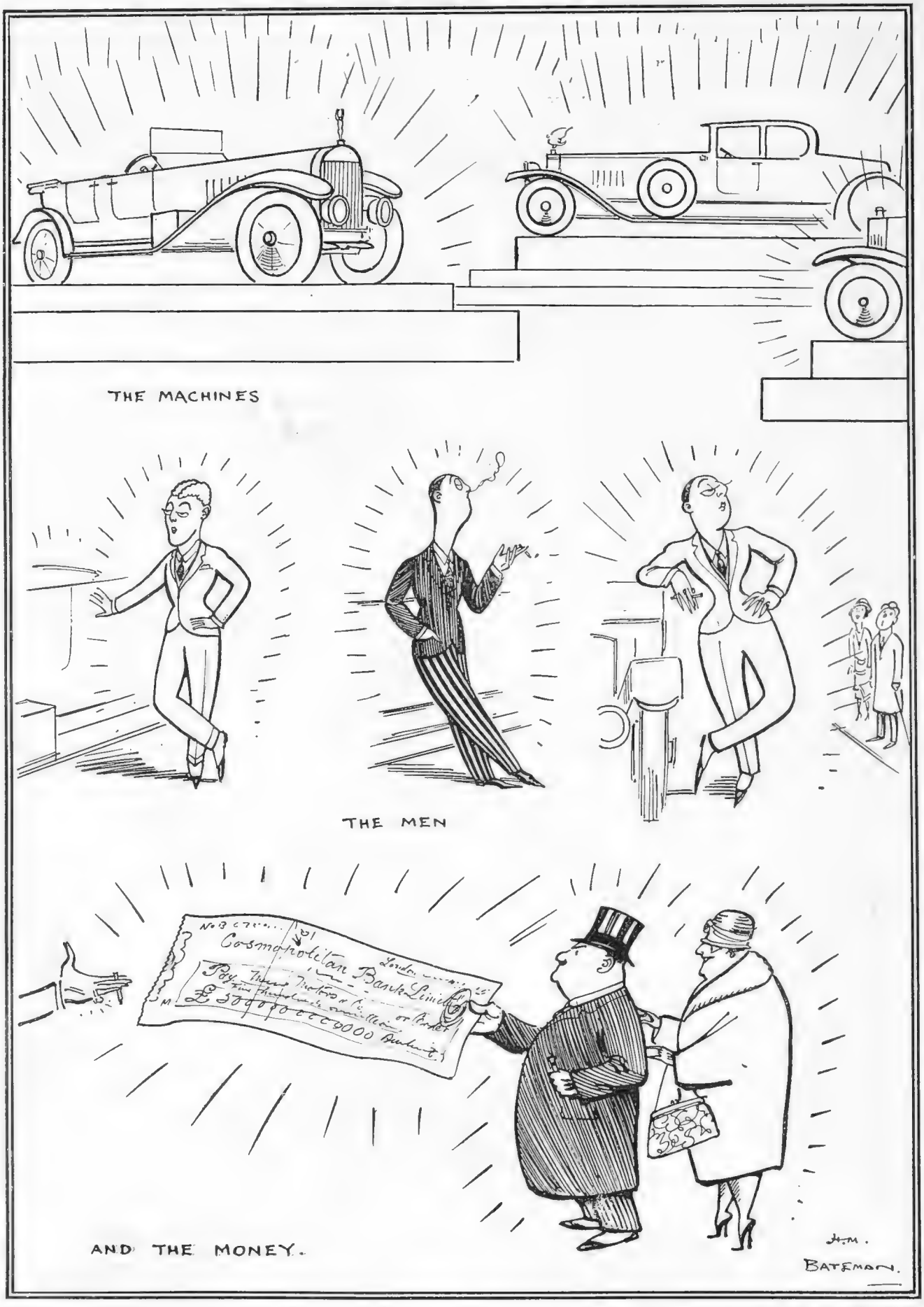
Two exhibits at the annual exhibition of the Stock Exchange Art Society, which was held at the Drapers' Hall last week. The exhibitors are either members of the Stock Exchange or their wives and daughters, and the standard reached was very high. Mr. Ralph Cleaver is a brother of Reginald Cleaver, the well-known black and white artist, while Mr. J. D. Kennedy, under his pseudonym of "Jonk," is already known to "Bystander" readers

PICTURED AT THE PICCADILLY

By Helen McKie

Our artist's impressions of the cabaret show at the Piccadilly Hotel, which started on Monday, September 28th. It only lasted a week in its original form, as the absence of "The Girls" was so strongly felt that they returned to the show last Monday in a revised edition

Motor Munificence à La Mode



BY H. M. BATEMAN

Three aspects of the glamour and wealth to be found at the Motor Show, which once more sheds its radiance over Olympia—and England generally

THE NON-MOTOR CLUB

By BASIL MACDONALD HASTINGS

It is founded! There are not many members, but we are happy. We have got premises at the bottom of a *cul-de-sac* and the road is not wide enough for a car to turn. Hence we scarcely ever hear even a distant hoot. But I am beginning at the wrong end.

You must have noticed at times how many professional people there are that are not what they profess to be. The most common case is the solicitor. Now how many solicitors can advise you helpfully or tell you anything that you do not know already? Very few. At least four-fifths of the profession, therefore, are non-solicitors. They would like to be positive and helpful, but are only negative and discouraging.

Then there are the non-actors. "So-and-so gave a bad performance to-night" says a critic. "Not at all," say I. "He never acts badly because he never acts. He is a non-actor." As for non-authors, you can find them in almost any daily paper, writing about their religion or something, as if anybody cared a brass farthing about the destination of their pot-boiling little souls.

The non-golfers are to be found in every club-house, the non-singers disport themselves at every charity concert, and the non-boxers compete regularly for all the championships. Non-fishermen may be found all the year round at the end of piers, non-artists flourish in Chelsea, and non-editors refuse my work weekly. Then there is the non-doctor.

You know the type. "Let me see now. You have been making sudden and involuntary expirations, preceded by one or more inspirations, the fauces being generally closed so that the current of air is directed through the nose?"

"Yes, doctor, I've been sneezing."

"And you have been making an effort with your lungs to throw off injurious matter, accompanied by a harsh sound, proceeding from the forepart of the neck in which are the gullet and the windpipe."

"Yes, doctor, I've been coughing."

"Quite so. Put your feet in a concoction of mustard and hot water, and then go to bed till you are better."

See? That's a non-doctor.

Now, we non-motorists are not necessarily people who cannot drive a car. Indeed I shall say at once that the most popular member of our club is a man who has won a race at Brooklands. We are people who have ridden in cars. Two of us know all about engines and the gadgets of machinery. Our head-waiter admitted, when applying for work, that he had driven a lorry in the War, but was not thereby disqualified. So there's nothing narrow-minded about our set. It is just that we have given the subject profound thought and have arrived at a "Not" attitude in regard to the topic of motoring and everything connected with it.

The club owes its origin to an odd incident.

One day a man rushed out of a St. James's Street club without his hat. Near by the club was a stationary car. The hatless man rushed at it, and kicked it violently in the panel. At once there was a frightful hubbub.

"How dare you do that?" demanded the owner of the car.

"What's your name and address?" demanded the policeman.

"Does your keeper know you're out?" jeered the crowd.

The hatless man was inclined at first to brazen it out, but presently he broke down and sobbed.

"Listen," said he to the car-owner. "I am temporarily off my head. I got to the club this morning at 11 as usual, and I ran into an argument about the distillation curve of motor-fuel. I escaped to the silence room, and a brute lent over my chair to whisper about his exhaust-pipe. On a window seat were two fanatics almost crying over a new spigot bearing for a clutch-shaft. Downstairs I flew. I admit that I have been a motorist myself, and frequently use cars, but do I look like a man who is burning to know all about the Stewart vacuum tank? I was told all about it on a landing. I hid in a telephone box and a man in the next compartment was asking his best girl what she thought of the Bendrix drive for electric starters. At lunch I had the sleeve-valve engine for soup, and ate the *plat du jour* in the society of a thermostatic valve for control of engine temperature. My joint was the Thermoid-Hardy fabric universal, and instead of sweets I got the Sankey pressed steel wheel. Cheese was an orgy of the Rudge-Whitworth demountable wire wheel with Pugh triple lacing. Did I drink? Yes, sir. Of distilled mudguards and dashboards. . . . I need only add that yours was the first car I came across."

The car-owner listened to the afflicted man with awe upon his countenance. The policeman, with note-book, asked how to spell "thermo-static."

"Listen," said the car-owner. "I started out this morning without a single grievance in the world. I felt well and sure of myself. I had not driven far before a man attempted to commit suicide by stepping off the pavement on my left with his back to me. I saved his life but I had to pull up at a chemist's and get a nerve-steadier. Ten minutes later a wild dancing dervish of a female flashed her car across mine at right angles. Fortunately she did no more than smash my near-side lamp, and I had plenty of time to buy another before

CROSSING THE LINE

By Escott

lighting-up time. After that I decided to crawl, but a lorry trapped me, pulling up in six yards and bringing me into his rear with an awful crash. The engine has been making the queerest noises ever since. Even in this very street, a hundred yards from my destination, a motor-cyclist hurled himself upon me. His disgust when he picked himself up was most painful. To find neither himself killed nor his machine badly damaged must have been the most humiliating experience of his life. Well, sir, I, like you, am fed-up with cars, in spite of the fact that once I won a race at Brooklands. I, like you, am finding them a curse. I hadn't the courage to make a definite decision till I heard your story. For the future I am a non-motorist, and, to show my sincerity, just watch!"

To the profound astonishment of the policeman and the many onlookers the car-owner rushed upon his car and gave it a violent kick in the radiator.

"Come on, my friend, come on. Help me to give it beans!"

Together they snatched iron weapons from the tool-box and soon the car was a shocking wreck. Fragments of head-lights, hood, dashboard, steering-wheel, and wind-screen flew about the aristocratic floor of St. James's Street. The policeman, who had never known a case of automobile-cide before, made notes until struck on the helmet by the accelerator pedal. He then arrested both men for disturbing the peace.

Both were bound over eventually, but they spent some time together in a cell, and there had a heart-to-heart conversation which eventually resulted in the establishment of the Non-Motor Club.

I got into the club very luckily. I had written something about club bores, the political bore, the golf bore, the motor bore, and so on. This was read by the two founders and they asked me to dinner.

A delightful pair! One man's name, oddly enough, was Crankshaft, and the other's was Splashplate, so it was easy to see how they had been cozened into being motorists. We soon found that we shared common views about the motor-car, and I, usually so taciturn, became quite eloquent.

'The motor-car is a great, even a noble invention. But at its best it is nothing more than a machine. It has no soul and, therefore, is unlovable. It is a mere carrier and in that capacity is exceeded in efficiency only by the aeroplane. Now a horse is a carrier, and a horse may have no soul, but a horse shares life with us. Moreover, a horse frequently has great loveliness, and can exhibit qualities that win human affection. People can be very boring about horses, but their enthusiasm is understandable and therefore pardonable."

"I back 'em sometimes," said Crankshaft.

"And I have dealt in them," said Splashplate.

"Exactly. And no one could reproach you if you made horses your pet subject of conversation. But the ownership of a car, or the fact that you make cars does not justify you in overwhelming your fellows with a constant tre m of car-talk. You produce thereby a sensation of shame amongst all those round you. That the human being should drivel so of a machine of his own creating! Is that what civilisation has brought us to? Why, the motor-fiend is dwelling in as opaque an intellectual darkness as the poor heathen who carves a horrible wooden idol for himself and proceeds to pray to it. The automobile is a carrying machine. Its name, its shape, its manner of make are incidents of not the slightest interest to any save those engaged in its manufacture, and their conversation on the dismal topic should be confined to their workshops."

We three then drew up the rules of the Non-Motor Club. No one engaged in the trade of car-making or car-selling to be eligible. No one owning a car to be eligible till fitness of drivers and fitness of vehicles be approved by licensing authorities. The use of cars to be fully permitted but all references to any experiences when being carried to be taboo. Arrival at the club to be on foot, horseback, or, in exceptional circumstances, by taxi-cab or motor-ambulance. All motor newspapers and magazines to be excluded. Guests welcome, provided they sign the Non-Motor pledge, which is handed to them in the entrance hall: "I hereby undertake for the space of time I shall spend on these club premises to forget that there is such a thing as a motor-car in the world." Clothes likely to remind members of motoring may not be worn in the club. Afflicted persons whose sneeze is like a motor-hoot are suspended during period of affection. Bankrupts not eligible unless bankruptcy caused by car-ownership, and committee are satisfied that applicant is repentant. Dogs may be tied up in the entrance hall but car-owning friends or callers must be fastened to the railings.

It's a nice club, as I hinted in the beginning, but I must admit we need members. So far there are three—Crankshaft, Splashplate (who have decided to change their names by deed-poll) and I. Can I send you an entrance form? If you are quick, you will be able to take part in the organisation of our Non-Motor Show at Olympia. A charabanc burnt in public at 3 p.m. daily.

BADLY SHAKEN By Eddie Benfield

1st Clubman: "Good heavens, old man, you look as though you have been sentenced to death."

2nd ditto: "I h-have."

1st ditto: "Great Scott! Why?"

2nd ditto: "You r-remember that s-second-hand car I b-bought last week? The s-salesman t-told me it would i-last a l-lifetime."

Certain Captains of Industry are anxious for another Royal Commission to inquire into the general trade conditions. Surely we've had sufficient sins of commission!

. . . . .

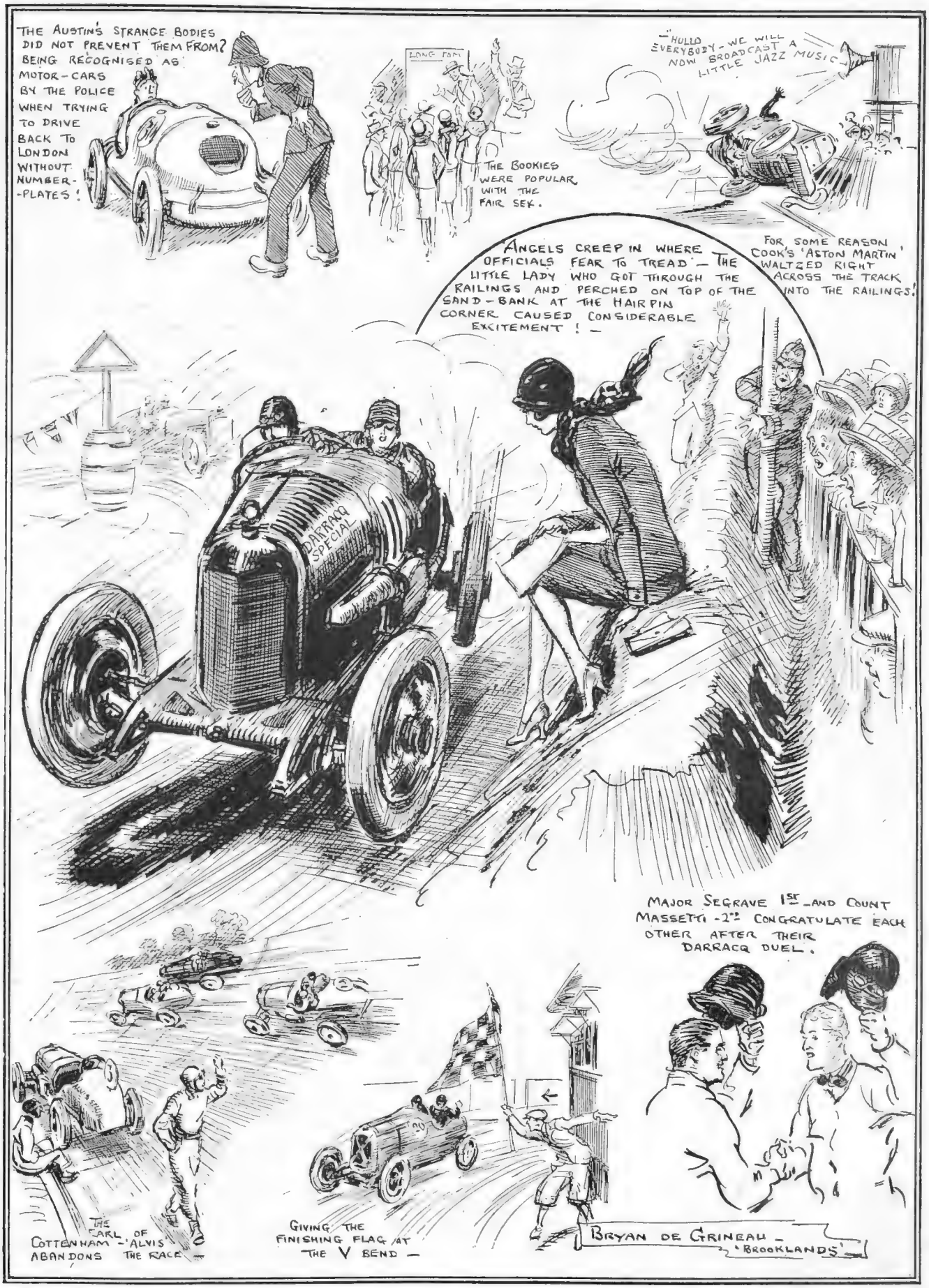
"They tell me your 'usband's bin backing a lot of winners lately, Mrs. 'Iggins."

"Yus, Mrs. Banks, 'e says 'e's found out an infallible cistern."

. . . . .

By the way, when are the N. Battersea electors going to put the "sack" in Saklatvala?

The Brighter Side of Brooklands



BY BRYAN DE GRINEAU

Some impressions of the recent 200-mile "obstacle" race at Brooklands, when competitors had to negotiate a fearsome array of V bends and hairpin turns

BETWEEN TWO WORLDS

By Blanchette *Illustrated by HELEN McKIE*

On the North-Eastern, *October* 5

Dear Cousin—

Am writing this just between two worlds, so to speak. On the way, in fact, from the (alleged) cold and inhospitable shores of Northern Scotland to the comparatively (so one's always been given to understand) mild and moderate conditions of the South. Well, about the last-named we'll see doubtless in some dozen hours or so, when we come to our journey's end. But as to the other end of the string, as you might say, either a special miracle's gone and got itself performed for my particular benefit or else someone's made a bit of a slip, error or mistake.

At any rate, in some two or three weeks at one of the wee spots in the aforesaid Caledonia stern and wild, Cruden Bay to wit, have only had one wet day—and even then some gallant and enthusiastic souls contrived with skill and the loudest-coloured umbrellas I've seen, to play at least one whole round of golf. Perhaps it was the mere potency of the celebrated MacSmith tartan that temporarily subdued the elements and produced the illusion of sunshine, but that's by the way.

And anyway it isn't quite all illusion, because these remote and savage Northern parts have at least one advantage in being so backward and behind the times, *i.e.*, and that is to say, all the flowers and things seem to bloom and go on blooming at least six weeks later than they do down South—whither each moment we're swiftly and smoothly careering. Sweet peas in rich clusters sending out their exquisite scent, poppies red and yellow still gaily leading their butterfly lives—it's really quite a surprising sight for the Southern eye now October's here. And scarcely a touch of autumn yet in the woods or moors, except that the heather's "turned," and the bracken's now a lovely golden brown. I wonder what it will be like when we get to that distant but now greatly desired journey's end?

Because—oh isn't it odd how always even after the most delectable days one does so deeply long to be back once more, or anyway does so joyously greet the prospect of returning to that little tiny niche or corner of the earth that goes by the ancient name of "Home"? Where all sorts of things come up and hit you, as it were, in the eye the moment you arrive, in a rich air of unspeakable delightfulness, so that you wonder how you could ever have been so singularly foolish as to desert them even for a mere two or three weeks. (Which is what *I'm* looking forward to this moment, so please excuse being perhaps just a shade lyrical about it.)

When the taxi stops at the appointed spot with a grinding noise of brakes such as all the best taxis produce, I know just what will happen. Walking up the flagged path and approaching the door, it won't be in the least necessary to knock. Strange snuffles will be heard from the direction of the letter-box, and at the very faintest pretence of being the postman, the cold wet nozzle of Hamlet the brown spaniel will be pushed through for an early greeting, to be followed by frantic leaps and barks. And though Tiddles the stripey cat is extraordinarily busy washing herself on the windowsill, even she will condescend to leap down with arched back and kindly accept a stroke.

"The Postman"

"Blanchard's has re-opened"

And so forth and so on. There are all one's rooms to be looked through, aren't there, and the heartening amazement of wondering for at least twenty-four hours how we could ever have endured as substitute even the most comfortable of hotels. A hefty little pile of letters to be read, too, (at least, I hope so—don't you love getting them?) A dance tonight—I knew there was sure to be one. We'll go? Well, of course, why not? Just half an hour to dress and wolf a sandwich. It *can* be done. It *shall* be done. It *is*.

All of which things are rather pleasant to think about, dwell on, and contemplate when, like me, you're doing the sort of suspended Mahomet touch, half-way to the Mountain, and no possible way of either accelerating or stopping the motion from one

(Continued on page 34)

The Dogs' Day at Alexandra Palace

LADY BERWICK WITH HER DACHSHUNDS

THE MISSES ASHTON CROSS WITH THEIR SAMOYEDS

Photographs

MISS FORSTER WITH "GUNDENHAM OF TONEDALE"

L.N.A. and Photo Illust.

MISS JOAN SOUTHBY AND HER IRISH WOLFHOUND

Some of the entrants for the Kennel Club's Sixty-fourth Annual Show, which opened at Alexandra Palace last week, condescend to be photographed with their owners

"The Reds are rather tiresomish"

destiny to another. Not sure it isn't one of the ideal times of life, really—to be in the middle of a long train journey I mean, or else on board a ship that can't possibly touch at any port till its appointed hour. Just for the while, at least, your fate has been taken out of your hands. You are a complete slave for the moment—so much so that, for the moment, you are completely free.

卐

No one can worry you about little things until to-morrow morning at earliest—or, if you've chosen your sea-trip judiciously for several whole days, unless they should happen to do the dirty on you with wireless, and one always goes on hoping for the best about *that*. And even if the worst comes to the worst and someone gets a message through, you can't very well be thrown out of your train or chucked from your ship in mid-ocean until you reach your terminus or port. So that's that—and for a space, at any rate, we hold an impregnable position.

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Also, thus suspended, can see values perhaps a bit more clearly than at some more ordinary times when hampered and obstructed by the occasions of the hour. As Sir Hugh Allen or someone remarked the other day, there's any amount of dust and rubbish of all kinds floating about, the spiritual as well as the material sort, which keeps muddling your mind and clouding your vision unless you're fearfully careful about it. Little oddments of details blowing up—*and* meeting the wrong people, which is always more strenuously to be avoided, methinks, than any other manner of snag. Because people do after all have so much more influence on one than things . . . and there are *such* a lot of dull and dusty and rubbishy people to be found (and avoided) around—especially at hotels.

卐

Rather tiresomish people they do appear to be, these Reds (only the most violent and virulent of 'em all would seem to be a Black, what?) And are doing their very best, as far as I can gather, to make our meat and butter and things dearer for us by running shipping strikes that are bound to send prices soaring up all round, so I'm told. But now they've raised a perfectly good kind of army (called the O.M.S.) to deal with this little matter, headed by all sorts of peers and people, including Lord Jellicoe, perhaps things'll improve a bit, and even more or less respectable hard-working persons like you and me be allowed to have our meals at rather less than super-Ritz prices, what?

卐

A busy world, this London one I'm looking forward to meeting in a few hours once more does seem to be getting, meseems. Picture shows and concerts have started again, and this very week as ever is there's that wonderful autumn event which always makes a sort of landmark for the season—the Motor Show at Olympia. Some marvellously luxurious new cars I hear of that are going to delight our astonished eyes, though there's all varieties to be had from £100 to £3,000. But not sure some of the people who come up from the country to see them aren't sometimes even more novel and delightful to the eye than the cars themselves.

卐

All Town, of course, will be positively packed this week, for the Motor Show always crams all available hotels full, wellnigh to bursting. Especially, of course, the far-Western ones like the Royal Palace—which reminds me, hear they've arranged all sorts of nice new "attractions" at

"Some people are even more novel"

the Empress Rooms, including Bernard and Rich, also Johnson and Lewis, likewise Mr. Rebla the juggler, and Mr. Du Calion of the ladder, and lots more.

卐

Dancing season's started once more in full swing—yet another pleasing prospect to look forward to as we speed southwards—and at Blanchard's and places that have just re-opened am told there are great doings. How I do wish this train would hurry up and get there!

With love, Yours ever,

Blanchette

WINNERS OF FINGER-PRINT COMPETITION, No. 14

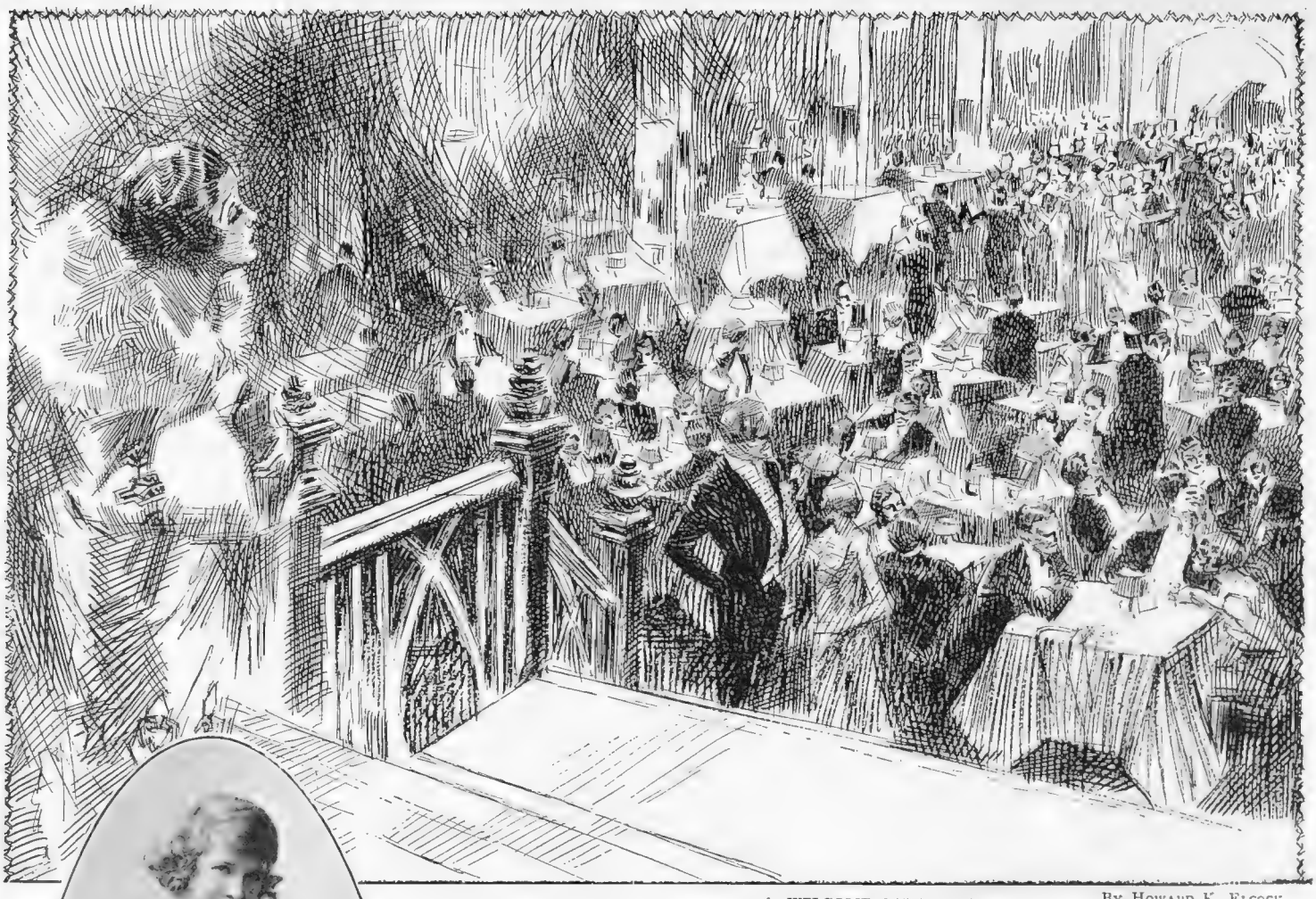
We print below the names of the readers who successfully claimed their finger-prints, published under the heading of Selection No. 14, in our issue of September 23rd. A cheque for One Guinea has been sent to each of these entrants.

John Tong, 6, Chepstow Villas, W.11; E. Pratt, 100, Holbrook Road, Stratford, E.15; A. Castell, 6, Bramfield Road, Wandsworth Common, S.W.11; Miss P. Ralph, 40, Jackson Road, Holloway, N.; Mrs. M. Mole, 9, Park Road, Easton, Portland, Dorset; J. H. Cowburn, 17, Moss Lane West, Brooks Bar, Manchester; Miss S. Wakeham, 49, Palmerston Street, Stoke, Devonport; R. M. K. White, 5A, The Parade, Brent Street, Hendon, N.W.4; V. Bon, 15, Musard Road, W.6; Miss G. Stevens, 21, Bristol Road, Brighton, Sussex; Mrs. A. Fletcher, Gate House, High Street, Colchester; W. H. Butler, Prestwood, Kenton Lane, Harrow Weald; E. W. Feldwick, 27, Eriswell Road, Worthing; J. H. Cottle, 2, Brunswick Street, Bath; Miss M. Barber, Vaudeville Club, River Side, Thames Ditton; Miss V. Barnes, 65, Fulham Road, South Kensington, S.W.3; Miss A. Ramage, 10, Linden Place, Loanhead; Miss E. Gash, 64, Derby Street, Heeley, Sheffield.

Reading Between the Lines

BY E. T. REED

GIPSY MOND: "Ah, my pretty gentleman, you've only just come in time! I see you are going to a very hot climate indeed, unless you listen to a little Welshman with wavy hair, and (ahem!) a dark, extremely handsome friend of his with a black moustache and pince-nez!"



A WELCOME REDIVIVUS

By Howard K. Elcock

The famous Murray's Club (or is it Blanchard's ?) has risen Phœnix-like from its own ashes, and is once more going great guns in its old home, at Blanchard's (or is it Murray's ?). Above is an impression of the well-known Beak Street club—whatever its name be—as it now appears

Mabel Robey

MISS OLIVE SLOANE

Who appears in "Easy Money," by Brandon Fleming and Sydney W. Carroll, the farce at the St. Martin's Theatre which had scarcely an easy passage at the hands of the critics. Miss Sloane takes the part of Crystal Carey

Femina

PENNY PLAIN IN CURTAINS

By MRS. M. VINCE

In these difficult days most people must think twice before they spend money on the decoration of their houses; and what they do spend they must spend with care. That makes it all the more odd that often they will buy twopenny coloured instead of penny plain, not only when penny plain would do, but when, in fact, penny plain is right and twopenny coloured is wrong.

I was looking at some curtain-blinds the other day. They were all twopenny coloured, and yet it is quite obvious, from the purpose for which they are used, that they ought to be penny plain, for the plainer they are the better they serve that purpose.

There are, in fact, two quite distinct kinds of curtain, so distinct that it is a pity that they are called by the same name. They serve such different purposes that the material of which they are made, the way in which they are made, and the way in which they are hung are all different. If you keep this difference of purpose clear, then it is easy not to go wrong with them. But I suppose that because the same name is used for them people, without realising it, confuse them.

There are, first of all, the curtains which hang beside the window during the day, and then are drawn across to shut out the darkness and cold, and to complete the room at night. By day they should hang so as not to interfere with the passage of air or light through the window. By night they are one of the most prominent features of the room and its decoration. These facts make the choice of curtains, their material, colour and pattern, as well as the making and hanging of them, as important as the choice of wall-paper or carpets or furniture-covers. The curtains can make all the difference between a well and a badly decorated room.

But the curtain-blind is quite different. One has it, not because one wants it, but because one must, in order to prevent a room from being overlooked by the houses opposite, or by the passing traffic. It is often a necessity, but it is always an unwelcome necessity. Sometimes it covers the whole of the window, sometimes only the lower half, but whichever it is its object is the very opposite of that of the ordinary curtain. It has not to be drawn at night, but to hang in front of the window by day. It has not to hide the window from the inside, but to interfere as little as possible with the light and air coming into the room, and the view through the window. So far from being a part of the decoration of the room it ought to be as little noticeable as possible.

THERE is nothing so oppressive in a room by day as the feeling of heavily curtained windows. You might have plenty of air and light in other ways, but that feeling still remains if the windows are not free. In this connection, it is interesting to see how very carefully the room at 2LO, where the actual broadcasting is done, has been decorated so as to prevent this feeling of oppression. This room has to be sound-proof, and it has no windows. It is lighted by electricity, and its walls are hung entirely with curtains. But the mere appearance of such a room, with no windows, would give at once a feeling of oppression and want of air. So windows have been suggested by arranging the wall-hangings in two places as if they were pelmet curtains drawn across windows.

RUFFLED BUT SMILING *Navana*

A new portrait of Miss Mary Lynn, who helps to make "Dear Little Billie," at the Shaftesbury, one of the brightest musical comedies in Town

THE curtain-blind should be of a material which, while obscuring the room from the outside, obscures it as little as possible from the inside. It should be of net or plain muslin, and it should not be white unless the room itself is white. The best colours are cream or *beige*, because they are light and least noticeable. It has not to be drawn backwards and forwards, so that it does not need rings. These serve no purpose, and they simply make it more noticeable. The better way is to make it with two runnings at the top, so that a light rod can be slipped between them. If it covers only the lower part of a sash window, then the rod should be at the same height as the middle sash. Otherwise it makes another line across the window, and again calls unnecessary attention to itself.

Dorothy Wilding

MISS EVE GREY

Who is to appear in "The Good Old Days," a musical production with a strong flavouring of Foxhunting and similar country joys, with which Oscar Asche will shortly re-open the Gaiety

IF curtain-blinds are made in this way, then they best serve their purpose of making the window opaque and being as little noticeable as possible themselves. Yet people go out of their way, and go to extra expense, by trying to treat these curtains as part of the decoration of the room. It is a perverse thing to do, for the more decorative they are the worse they serve their purpose.

MANY of the curtain-blinds which one sees, instead of being plain, have not only patterns but flowers and even figures woven in them. I have seen them with patterned squares, with daffodils, with enormous butterflies, with a man and girl dancing, with three fat cherubs also dancing, and with, of all things, griffins!

THE more dancing figures and flowers you have on such a curtain, the less light will come through it. Nor when you look out of your window, even though it is not a very beautiful view, do you want a griffin always in the way. Those curtains are very good examples of the absurdity of going to extra expense for twopenny coloured, when penny plain is not only cheaper, but much better.

In Friendship's Name

By PHILIP HUGH

The policy of the Government is to wait for some further concrete instance of an attempt to organise revolution or outrage in the country, which can be irrefutably traced to the Soviet Government. . . . Relations cannot be broken off, except on a breach of the international code of friendship.—DAILY PAPER.

I'M a most obliging creature,
I'm an Englishman, you see,
With an innate fund of honourable ideas.
But my dominating feature
Is my hospitality,
A breach of which reduces me to tears!

I'VE a kindly little practice,
Which I think is very nice,
To harbour every stranger as a friend;
And to tell the truth, the fact is,
I've adopted the device,
To keep the front door open, to that end!

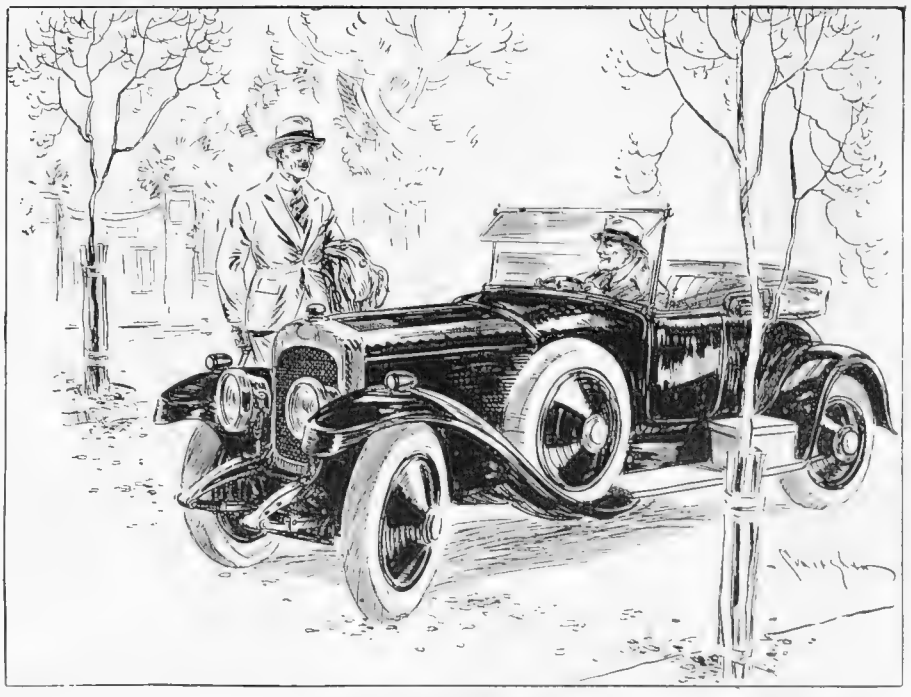
THERE are some, who in derision,
May be apt to criticise,
And to think that my philanthropy's extreme;
But a stunted field of vision,
Cannot hope to realise,
That my CODE OF FRIENDSHIP's nothing but supreme!

WERE I honoured by the visit
Of a friendly little thug,
With a bag full of explosives and a knife,
I'd say, "Well, old chap, how is it?"
I'd embrace him on the rug,
And politely introduce him to my wife!

I SHOULD say to him, "Of course, you know
I don't quite like your gun,
But I'm blinded by the rapture of your smile!
And then, of course, I love you so,
That nothing can be done,
Till you give some CONCRETE INSTANCE of your guile."

"IF you poison, stab, or shoot me,
Then it's quite another thing,
But I really can't prevent you, till you do.
If you burn my house and loot me,
I shall then be forced to ring,
For the butler and your hat, and say, adieu!"

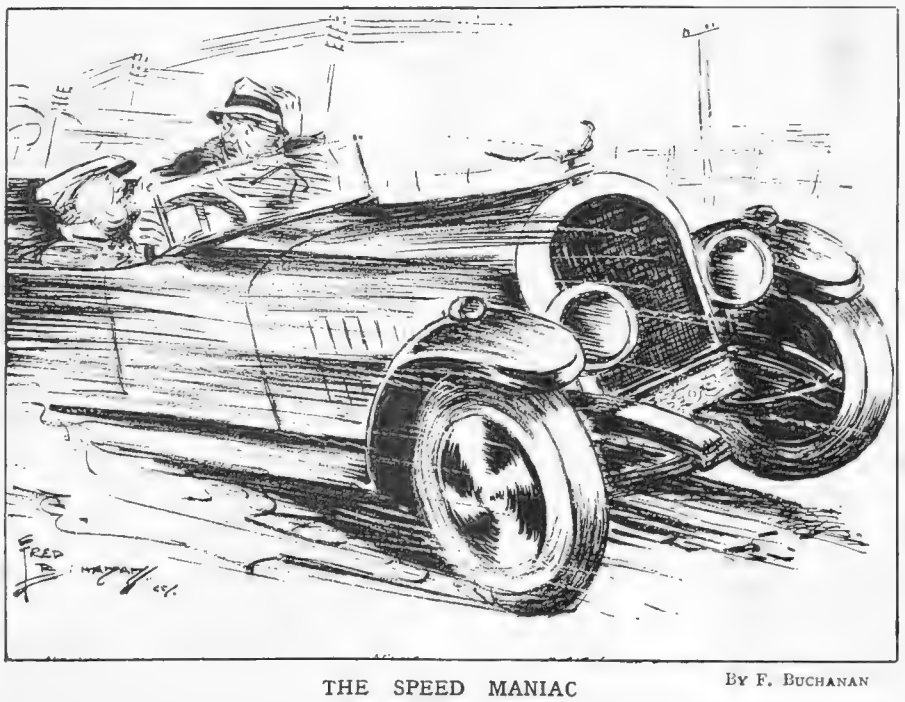
"BUT until you show some flagrant
And unwarrantable breach,
(And by this I mean the breech upon your gun),
You're to me a friendly vagrant,
And it's quite beyond my reach,
To protect myself from murder, till it's done!"



TRAVELLERS' CHECKS

By CUNINGHAM

"After all, we travel for the sake of change"
"Yes, and we generally come back without it!"



THE SPEED MANIAC

By F. BUCHANAN

NERVOUS PASSENGER: "I s-say, s-steady on—aren't you rather whacking up the speed?"
DRIVER: "It's all right. We're only a bit short of petrol, and I want to get to the next garage before it gives out!"

STEALTH

By W. ARTHUR DODDRIDGE

A SHORT fellow insinuated himself through the doorway of the dark and deserted office. He closed the door softly, stepped over to the electric light switch and flooded the room with light.

"Won't take long to do the trick," he murmured, rubbing his hands. This was his longed-for opportunity.

Approaching the centre table he scrutinized eagerly the disorderly mass of papers upon it. A look of resolute determination overspread his face, though the frequent glances he shot towards the door suggested fear. He might be surprised at the game any time.

Disregarding the large safe in the corner, he devoted his whole attention to the table and began a methodical search. He picked up sundry ink-stands, paper weights and files, muttering incoherently, his brows contracted. With growing impatience he examined every paper on the table, but without success.

He turned and gazed about perplexedly. Was he too late? Had he been forestalled?

He hung his head despondently. Then his eye caught sight of the disorderly mass on the carpet. Perhaps there was still a chance? He might profit by another's carelessness!

Dropping down on all fours he routed excitedly among a heap of circulars and envelopes.

Then with a little cry of triumph he pounced upon the object of his search.

The office boy had got the foreign stamp he wanted.

Antony and Cleopatra

BY A. D. PHŒNIX

A PICTORIAL DEDICATION TO THE MODERN MOTOR-WIDOW

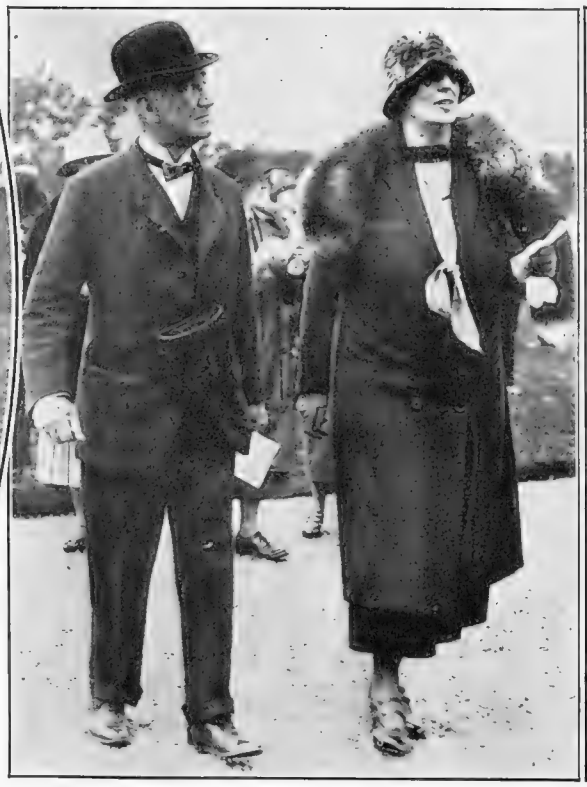
A Lowlands Race Meeting and

LADY CARLISLE AND SIR F. C. ANSTRUTHER

LORD CLYDESDALE (left), MISS FRANKS, MISS MACKAY AND MISS MACKINTOSH

Photographs

MISS DOUGLAS AND SIR ROBERT KING-STEWART



ADMIRAL SIR JOHN AND LADY DE ROBECK

British Illus. and Topical

MR VIVIAN BELL AND LADY JEAN DOUGLAS-HAMILTON

The two days of the Lanark Meeting attracted a large number of spectators, who witnessed some good sport. After running thir[illegible] on

Those Who Were There

Topical

MISS MURIEL STEWART (left), MR. MACGEORGE, SIR DERRICK WATSON, MISS JOYCE GARRAT AND MR. ROBERTSON AIKMAN

LADY MARGARET DOUGLAS-HAMILTON PHOTOGRAPHED AT THE MEETING

British Illus.

LIEUT.-GENERAL SIR WALTER BRAITHWAITE AND CAPTAIN INGLON

Central News

LADY ELGIN

Sport and General

MAJOR AND MRS. HAROLD GLEN-COATS

fir[illegible]day, Sir Robert Jardine's "Warmaiden" provided a surprise by winning the Silver Bell Sweepstake with ease on the second day

Take Summer Health into the Winter
Drink Delicious
OVALTINE
TONIC FOOD BEVERAGE
P.337

PARISIANA By "René"

Illustrated by MARCEL PONCIN

"Please yourself and then you'll be sure there is one pleased"

MES AMIS—

I AM given to understand, as they say in diplomatic circles, that in writing the book of *Le Péché capiteux*, the new opérette produced at the Théâtre de l'Etoile, M. Pierre Veber enjoyed himself. *Eh bien*, in learning this I cannot help but recall grandfathers' (in the plural) advice, "Please yourself, and then you'll be sure there is one pleased." One may, of course, develop a certain amount of interest in trying to pierce the mystery as to wherein M. Pierre Veber found material reason to be pleased, but interest and pleasure are not synonymous so far as we, and other speculative spectators, are concerned.

WHEN one has had one's curiosity piqued by a revelation such as this—of a playwright who has found pleasure in writing a piece which has failed to impress auditors, it is impossible to resist the impulse to seek the source of this self-satisfaction. Personally, I am disposed to suspect that, having entangled his characters in what seemed to most of us a hopeless knot, Pierre Veber found his joy in leaving to the audience the burden of getting them out of that knot. That sort of delight must be the reward of the evilly-disposed persons who conceive cross-word puzzles with an unfair proportion of traps.

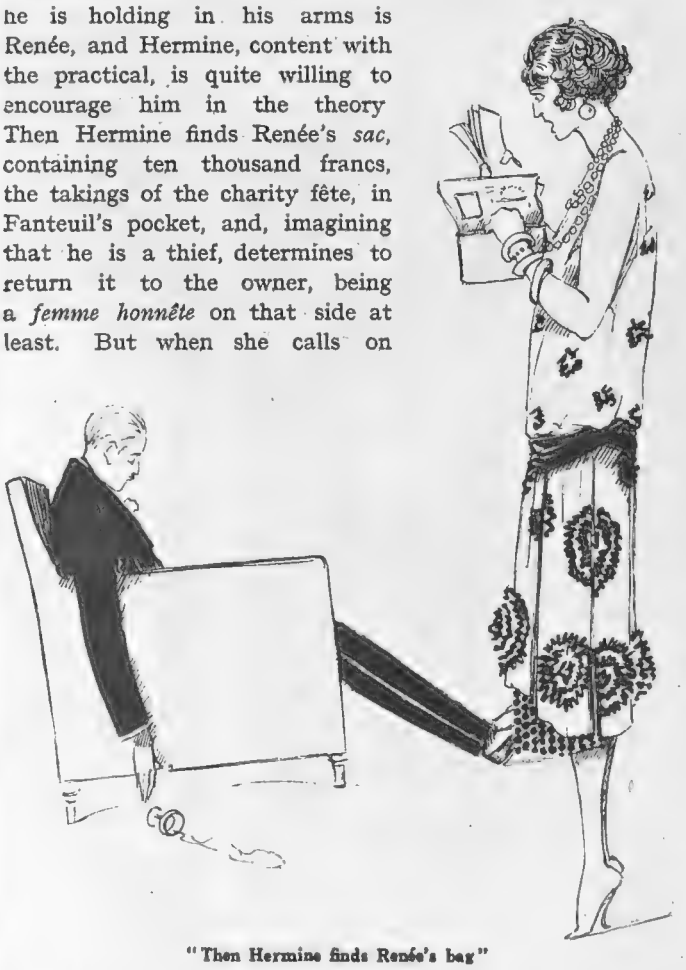
YOU will have gathered that it is not the most simple of undertakings to tell you the story of *Le Péché capiteux* clearly. None the less, the effort to tell the story somehow shall be made. It is largely about a *demi-mondaine* who is called, on her own authority, Hermine de Montespan. *Passe* Hermine, for a *demi-mondaine*, but De Montespan sounds rather above the ranking and station. However, Hermine's choice in aristocratic appellation seems to have served her very well with the comfortably endowed Jarni, whose mistress she has been until he decides to take the habitual, if callous, course of casting her off in order to take to wife legitimately, if no more seriously, the widow Renée de Soriol, who, besides being merry, is young, noble and rich—an accumulation of attractions which many men who could not be described as impressionable would find hard to resist. Well, we have got Jarni over to Renée, placing Hermine under the necessity of finding a substitute, whom she discovers in Guy Fanteuil. When she takes Fanteuil to a restaurant it is natural that it should be the one where Jarni and Renée are dining, there being only about three restaurants available in Paris for comedy constructors.

AND it was equally certain that Fanteuil would come under the spell of the wondrously well-equipped widow, Renée. So far the situations have been grasped with facility because natural, and, let it be confessed, typical. But they begin to become agonisingly involved in the next act, when most of the four get fuddled at a charity fête, Hermine being the least affected because of more assiduous *entraînement* in the *boîtes de nuit* of Montmartre. Yet there does not seem to be any real reason why the others should have become fuddled, particularly at a charity fête associated with the anti-alcoholic movement, apart from the needs of the author. However, having champagnised them into the appropriate condition, Pierre Veber is able to mix them up in a way that would have been impossible had they been sober. And, maybe, he counts on the auditors being sufficiently *champagnisés* also to imagine they can follow the evolutions.

"Mado adopts masculine tactics"

FANTEUIL, *bien illuminé*, fancies that the lady

he is holding in his arms is Renée, and Hermine, content with the practical, is quite willing to encourage him in the theory Then Hermine finds Renée's *sac*, containing ten thousand francs, the takings of the charity fête, in Fanteuil's pocket, and, imagining that he is a thief, determines to return it to the owner, being a *femme honnête* on that side at least. But when she calls on



"Then Hermine finds Renée's bag"

the beautiful and rich widow she finds Fanteuil there, which leads to the suspicion that he is to her in somewhat similar relationship to that she had with Jarni. But no, the wealthy and winning widow is also *sage*, informing Hermine, who is almost as bothered and bowed down by the mysteries as we are, that, after long hesitation between the two men, she has chosen Fanteuil. Hermine, obviously deserving recompense, is awarded the ten thousand francs, and notified that she may have Jarni back.

So there we are, and if we are inclined to wonder how much it was worth while, we can solace ourselves with the intimation that Pierre Veber found pleasure in the conception of what is almost a masterpiece in the complicating of nothingnesses. And Veber is an author who *has* done really good work. May he take less pleasure and more pains with his next effort!

I HAVE not received any information as to whether Alfred Savoir found any personal pleasure in constructing *Un Homme!*, a fantasy presented at the Théâtre de la Madeleine, but neither I nor anyone else who saw it produced cared *le moins du monde* as *we* got so much diversion from it. Savoir has had an idea, has built excellently upon that idea, and has kept it well under control. And his play has the excellent appeal of being just that step ahead of modern social development, which, while being possible, has the spice of unsavoured adventure.

SAVOIR'S *homme*, Mado, is a Parisienne of the type supposed to have been definitely formed by the War, first sketched by Marcel Prevost in his novel, *Les Don Juanes*. Natural daughter of a very wealthy banker, who has left her a fortune, she has inherited the *allures libres* of her mother, a *danseuse*, but, also, from her father, not only organising and business ability but the taste for exercising it, which leads her to derive so much pleasure from directing the affairs of the bank that she continues to do so even when on holiday. A *femme supérieure* of this stamp, even if she allowed herself sufficient leisure for *affaires de cœur*, would meet few men who would, in her opinion, merit her attention, and when she remarks that she has exhibited an interest in a *jeune viveur*, Albert, full of elegance and style but a light-weight in intelligence, she cannot believe in the possibility of her loving such a doll-male

THIS is where Savoir seizes the opportunity to play most entertainingly on his idea. *Homme* in mental outlook, Mado adopts masculine tactics, and invites Albert, anonymously, to *hôtels-palaces* at Cannes and Biarritz to sound the depths of her "interest," Albert, possessed of as little money as conscience, being, of course, quite willing to profit from the generosity of his unknown benefactor. Living beside him and observing, Mado is inclined to decide that she is somewhat indifferent, until a rival appears, and the pressure of jealousy convinces her that she loves the *pantin*. But she wishes to love as a man, so the agreeable Albert must be given a little *hôtel particulier*, a couple of motor-cars, jewellery and a monthly allowance.

"*Passe* Hermine, for a *demi-mondaine*"

THEN Savoir appears to become afraid of the possible public reception of Mado as *entreteneur*, and eases it off by according Albert an entirely unexpected inheritance, though he accepts the gifts to fall in with the caprices of Mado. This preliminary concession to convention having been made, it becomes easy to finish in full moral glow with a marriage. However, weakness of the conventional conclusion allowed for, the piece is excellent entertainment. It will be highly satisfactory if all the autumn season's plays are up to this standard. RENÉ

Sun Seekers in the Land of the Basques

BY BRYAN DE GRINEAU

Some impressions of the "Spanish Season" at Biarritz, when this Southern resort is filled with "le monde chic" from near-by Spain, as well as from the great European capitals and the two Americas

In the Limelight

Stage Photo Co.

MISS JOYCE BARBOUR

Who is the new leading lady in the "Punch Bowl" which is now carrying on as strongly as ever at its new home at the Vaudeville. Miss Barbour recently returned from the "States" where she was fulfilling a New York engagement

"The Unfair Sex" at the Savoy

Produced September 9, 1925

By "JINGLE" *Illustrated by MACMICHAEL*

THIS is a farcical comedy, extremely well acted and produced. The story opens at the seashore cottage of Mrs. Diana Trevor and her husband, Geoffrey. As the curtain rises we see Joan Delisse, a girl in the flapper stage, kissing the portrait of Harvey Fane, a very modern young author, whose theme is, naturally, sex perversion. Having been detected in this little demonstration of acute affection by the maid of the house, Pinker, Joan confesses her love, but fears that it is hopeless. Pinker does not see why it should be, and explains that the way she caught her young man was by allowing another young man to pay attentions to her. Joan is surprised to hear of this not very subtle ruse, though in my ignorance I had imagined it was practically the Apostles' Creed of designing spinsterhood.

THEN Geoffrey Trevor drifts into the room. He begins by telling Joan that he likes talking to her because she has a good influence over him, only she must never mention to his wife that he told her so. (The old game is still being played you see!) The conversation in this vein, following its logical course, naturally ends in a nice protracted kiss, given and taken with evident relish on both sides. So much for Geoffrey Trevor. Mrs. Diana Trevor is, it seems, trying to exert a good influence over young Harvey Fane, who is obviously drinking more whiskey than is good for a lad of his age. He tells Diana that if she will give him just one kiss he will stick to barley-water for the future, and as we all have a hankering to reform our fellow-creatures the kiss is bestowed accordingly. The essential argument of the play is that Mr. and Mrs. Trevor are devoted to each other, but after these two osculatory feats performed, as you might say, outside the ring, I could not find the premise very convincing.

THEN we have Uncle, whose full name is Sir Henry Hasketh, K.C. Uncle enjoys an extensive practice in the Divorce Court, and his experience leads him to the conclusion that couples who come to the Law to be officially untied have drifted apart because they have no children. Now Geoffrey and Diana are childless, and unless something is done about it the Divorce Court would seem to be their next stop. But it so happens that Uncle saw Geoffrey kiss Joan, and a little later he saw Diana kiss Harvey, and armed with this useful knowledge he builds up a little plot which he hopes will teach the young people a useful lesson. Taking Geoffrey on one side for a moment he gives the young man to understand that Diana knows all about the kiss he gave to Joan, and is talking about divorce and alimony and horrid things like that.

UNCLE then has a quiet word with Diana, and tells her that Geoffrey knows all about the kiss she gave to young Harvey, and is talking of leaving his home in consequence. The young people go their separate ways for the moment, each terribly distressed at the prospect before them. Uncle then confides his plot in the strictest secrecy to Mrs. Delisse, Joan's mother, an attractive widow whom he hopes to marry, but with a nice show of commonsense she remarks that she considers that Uncle is merely indulging in "senile amusement." I don't think I ever agreed with a lady so heartily before. But Uncle's joke goes down with the audience quite thoroughly. The development of the little plot is punctuated with shrieks of laughter that come upon us like the bursting of an H.E. shell. Scientists tell us that

Foulsham and Banfield

"THE CAMERA CANNOT LIE"

Sir Henry Hasketh (C. M. Lowne), the famous Divorce Court barrister, taking a case "in camera." His victims are Harvey Fane (Clifford Mollison) and Mrs. Trevor (Athene Seyler)

man is the only animal that can laugh. Ladies, of course, are not to be included in this generic term, and it may therefore be permitted to me to supplement the scientific conclusion with another to the effect that angels can laugh as well. I heard them. Indeed, but for the fact that I seem unhappily to be lacking in a sense of humour, I would have laughed myself.

UNCLE is good enough to credit the young people with sufficient intelligence to know that a case for divorce could not lie on such flimsy evidence; and he, therefore, drops a plain hint that the necessary degree of mendacity for

making a convincing case can always be procured for cash by those familiar with the ways of the law. He accordingly suborns the maid Pinker, who, in return for a payment of fifteen pounds or some tremendous outlay like that, pledges herself to confirm every wild statement that Uncle may desire to make in the furtherance of his little plot. Of course it is all a joke, but I expect the Law Society must be swallowing a lump in its throat at the mere suggestion of such a possibility. Uncle then takes Pinker into the presence of Diana, who is convinced by the maid's replies that Geoffrey has gone out to 'phone his solicitor to get on with it.

THEN Uncle tackles Geoffrey, and tells him that if he thinks of taking proceedings he will find the obvious co-respondent in Harvey Fane. Geoffrey has, of course, no idea of proceedings of the kind; but at the news that Harvey Fane aspires to Diana's affections he throws off his coat with the view to starting a brisk little fight. It happens, however, that Harvey has added the science of ju-jitsu to his other meagre accomplishments, and Geoffrey is put out of action in rather less than the first round. The audience were vastly amused at this little anti-climax, and laughed a great deal. After Uncle has made one or two further suggestions for faked evidence, his little plot is found out, and the young people decide to give him a little shock which may bring to him, in his turn, something of the means of grace. They all reach for their hats and profess to be going to see their respective solicitors; and just as Uncle is getting fearful for his reputation in the Law the young people come back by another door just to let him see that they have called his bluff.

ABOUT this time the engaging widow surmises that what is the matter with Uncle is that he needs a hobby of some sort to occupy his leisure hours. He certainly needs something. So they give him a golf-club and send him outside to make his first shot. When he comes back he is an ardent convert to the Royal and Ancient Game, which he embraces with enthusiasm. So much so, that when Diana whispers to her husband in the confidential way which, on the stage is, as you might say, so pregnant with meaning, and Geoffrey passes the epoch-making news along to Uncle, the old chap is too much absorbed in his golf-club to note the removal of the primary cause of the whole evening's entertainment.

AS Uncle, Mr. C. M. Lowne holds the play together with an unwavering hand, and also with the most complete success. Miss Athene Seyler plays Diana in her irresponsible and very feminine way that is always so delightful; while Miss Ethel Coleridge takes the small part of the maid Pinker with rare thoroughness. Miss Henrietta Watson, as the attractive widow, speaks her sarcastic lines as if she loved them, and adds much to the charm of the entertainment. Mr. Clifford Mollison gets quite a lot of unexpected fun out of the amusingly vapid Harvey Fane, and Mr. Basil Foster does all that is possible with the erring Geoffrey Trevor. The humour of the play is of the "popular" brand, and its success should, therefore, be assured.

JINGLE

A Dancer of Old Drury.

G. P. A

MLLE. MIRA LA NIRSKA

Whose dancing is a feature of "Rose Marie," the colourful, musical show which is continuing on its successful way at Drury Lane

Sporting Recollections of Major Rail

No. III.—GOLF

By GORDON WHITEHEAD Illustrated by WILL OWEN

We had touched on the subject of golf.

"What do you generally go round in?" I asked Major Rail.

"Usually plus fours, shirt sleeves, and a green tuxedo," he replied.

"I mean the number of strokes."

"Ah!" he answered, "that depends."

"On your form, I suppose?"

"No, whether my opponent is counting for me or not."

"Of course," I said. "You have played a great deal."

"I sure have," he said. "In many places and many ways. But there is one game that always stays in my memory, and always will do so."

"Really?"

"Perhaps you would like me to tell you?" he said.

I nodded.

"It happened this way," he began, having tasted a tonic and found it to his satisfaction. "I was once out west in a one-horse place thirty miles from the railroad, but with a golf course."

"Not surprising," I said. "Athleticism will penetrate to places where mechanism never will."

"Sure," agreed the Major, causing the cuspidor to function.

"Well," he went on, "I happened to finish my business earlier than I expected—a usual habit of mine—so I thought I would like to have a game. As bad luck would have it, the darned town was empty—some Knights of Columbus' outing or other—and there wasn't a soul to play with. So I went out of the hotel and saw a fellow on the side-walk with a bag of clubs over his shoulder.

"'Who's that?' I asked the hotel-keeper.

"'Oh that,' he said, with a laugh, 'that's Looney Luke, the local soft-head.'

"'But does he play golf?' I asked.

"'You bet,' was the reply. 'That's one of the signs of his lunacy.'

"Well, I reckoned it was fair game for me, so I approached the youth.

"'Care for a game?' I asked.

"'Yep,' he replied, and without another sound trudged off towards the golf course.

"We tossed for the honour, and I let him win. I always like to let my opponent display his form first, so that one can have an opportunity of suggesting that the stakes be raised. Anyhow, this time there was nothing on the game—the poor fish had no assets except a permanent option on the soiled food at the local store, which was no use to me.

"Anyhow, he drove off, and to my surprise his drive was a perfectly good one—long, straight and low.

"Then I did one which seemed just as good.

"We walked towards the hole—a good three hundred yards, but saw no sign of the balls. Then I had an idea; looked inside the tin, and there were the two balls reposing there quietly like eggs in a pullet's nest.

"Halved in one.

"The next hole was a short one, and the Looney still having the honour drove off first, and, crikey, if he didn't hole it out on one again.

"Well, after I had recovered from my astonishment, I determined not to be beaten by a half-wit, so I hit my drive a shade more carefully than usual. It pitched a bit short, but had just enough legs to run on and drop gently in the hole.

"The soft-head looked at me, but I said nothing.

"Still having the honour, he drove off first at the third, and blest if he didn't hole his tee shot again. Well, believe me, it was all I could do to halve the hole, but I did it.

"Now to cut a long story short, the fourth, fifth and——"

But this time I had to interrupt the Major.

"I can cut it shorter still," I said. "You both halved every hole in one, and were all square at the end of the match."

The Major regarded me reproachfully, and took a long drink, more from habit than desire.

"You're wrong," he said. "Leastways, you're almost right, but just wrong. We were all square at the sixteenth with a score of sixteen strokes apiece. At the seventeenth the Looney holed his tee shot as usual. I drove but one hit and skied my ball. But, as luck had it, the ball dropped clean into the hole. Halved again, I called before the ball bounced out, for bounce out it did with such force that it shot towards the next hole, and I must say I was a bit surprised when it fell neatly into the tin. Of course, that was my hole, for although my opponent did it in his usual one I had done it in none, so that gave me the match."

"But," I protested, "strictly according to the rules of golf——"

"I know" said the Major. "That point did occur to me, but as I said, I was playing a soft-head, so that's all there is to it."

"Bounce out it did with such force that it shot towards the next hole"

BY WILL OWEN

"SHOW ME THE WAY TO GO HOME"

THE LAST PO

BY WEBSTER MURRAY

RT OF CALL

A Drop Scene

BY W. HEATH ROBINSON

A MEDIÆVAL GROUSE-KILLER AT WORK

"Haven't we always understood each other?"

UN PEU D'AMOUR

By MARJORIE BOWEN

Illustrated by STANLEY LLOYD

She had persuaded herself that she had not been happy in her marriage; an unfortunate matrimonial experience excused so much—especially in her own eyes.

It is a great thing to be able to do what you like and retain your self-respect; wonderful is the art of make-believe by which the sensitive (whom it would be harsh to call hypocrites) reconcile conscience and inclination.

She had plenty of money, which, if it would not buy happiness, in the words of the truism, at least gave her opportunity to consider the delicate problem of her lack of complete felicity.

She would have liked—as who would not?—a succession of romantic, exquisite love affairs; she would have liked to have hovered between earth and Heaven in a delicious sensuous dream heightened by the thrill of an exotic spirituality, but the right partner for the dual adventure was hard to discover.

He who had leisure too often lacked refinement; he who was exquisite in his passions had too often to earn his living; and he who was neither gross nor occupied was too often in love with another woman, or, at least, not with her melancholy charm.

By forty-five she had discovered that a *grande passion* is as difficult (in the vulgar speech) to "land" as a wealthy husband; the fishing as tiresome, the disappointment as bitter.

Her life became a flavourless languor; she began to blame the passing of the years for her failure: "Do men care for anything but youth?"

She was still lovely, with an impeccable taste in dress; she, ignoring fashion, clothed herself in veils of heavy lace, in faded colours, faint raspberry, tarnished silver, honey-yellow, dim blues and violets in muted tones with a peach-like bloom; she was singularly graceful and, despite her deep discontent, of a restful presence.

This year she met Rupert Lestrange, and he speedily became the focus of her desperate ambitions—*un peu d'amour*—yes, the ancient verse lilted in her head:

> La vie est brève
> Un peu d'espoir
> Un peu de rêve
> Et puis—bon soir,

with melancholy cadence, false, of course, to most people, but true to her mood and condition.

Lestrange was a poet—poor, eccentric, rather friendless; if only he would love her there would be nothing to interfere with their delight in each other.

Nothing.

If only——

She, Constance Finlay, sighed over the laggard spirit of men; he liked her, he found her fascinating—he never told her (in any fashion) that he loved her; and she felt as if this would be the last spring that she, poor waiting wretch, would herself be capable of love.

One must stop—one must grow old, one must come, at last, to that spring which would be nothing but a renewal of green on the green, a scattering of flowers on the earth and a brave radiant light in the Heavens.

He also was not so young (though younger than she). Could he not see the inestimable beauty of this neglected season?

She left London and lived in her austere purplish brick house, four square, reserved, plain, with the spacious walled garden and the sunk lily pond, and the date of a hundred and fifty years ago above the portico'ed door.

The setting was delicious; a tardy spring gave a choiceness to the first timid blooms; a vague mildness was in the air; behind fine veils of lavender mist the sun sparkled with an indrawn splendour; beyond the garden, the copses on the dim downs were flushed with gold and purple; in the garden the clustering succulent bells of hyacinth showed above the damp earth—rosy pink, deep blue, creamy white, and groups of small leaves and buds in bouquets and single file, vivid, tender, in the long beds of freshly-turned mould.

Here, on the black crooked boughs of the damson trees was a sprinkle of clear white blossom, and on the brick wall appeared the fleshy flower of the peach.

The setting was delicious—so soft, so alluring, so transient.

She asked him to come—to stay, anywhere—near, it was so close to

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(Continued on page 55)

Autumn Doings in the World

Balmain

LADY BELPER

Central News

LADY MARY SCOTT

Photopress

LE TENNIS AT LE TOUQUET

A lawn tennis foursome from the hard courts at Le Touquet. The photograph shows: Mr. Davies (left), Mrs. Edgington, Mlle. Elia de Alvarez and Mr. Cartwright

THE DISTAFF SIDE OF GOLF AT NORTH BERWICK

Balmain

THE LIGHTER SIDE ON THE LINKS

Miss Dorothy Prim, Miss Sybil Esmond and Mrs. A. G. Barry do not appear to be treating the prospect of the coming round too seriously

L. N. A.

THE WINNERS

The four joint-owners of Seradella, the winner of the Newbury Autumn Cup, on the course after their 10 to 1 victory. The photograph shows: Capt. A. Boyd-Rochford (left), Capt. C. Boyd-Rochford V.C., Lady Chesterfield and Capt. H. Whitworth

# of Sport at Home and Abroad

A STAFFORDSHIRE SHOOTING PARTY *Sport and General*

Members of the Earl of Bradford's shooting party at Boscobel House, Staffordshire. The group includes: Lady Pulteney, the Countess of Mount Edgcumbe, the Dowager Countess of Bradford, Princess Mary Viscountess Lascelles, the Countess of Bradford, Lady Vivian, Lt.-Gen. Sir William Pulteney, the Earl of Mount Edgcumbe, Lord Vivian, the Earl of Bradford, Lady Diana Bridgeman, Viscount Lascelles, and Lt.-Col. the Hon. Henry Bridgeman

AT A SCOTTISH "BISLEY" *Topical*

Some visitors and, in the background, competitors at the Perthshire Wapinschaw Shooting Competition for the championship of Perthshire, held recently at the Elcho ranges, near Perth. The photograph shows: the Duke of Atholl, who gave away the prizes (left), Major-General A. B. Ritchie, Col. H. Dalton Henderson and Col. A. J. Reddie

WINNER AND RUNNER-UP *Central News*

Major H. O. D. Segrave (left) and Count G. Massetti, who took first and second places in the Junior Car Club's recent experimental 200 miles' race at Brooklands. Competitors had to negotiate a hairpin and a V bend in each of the sixty-five circuits

London; she would not have been there if it had not been; London had become too sombre and dingy a background for her frail romance; yet she would have endured it, if this most exquisite of retreats had not been so near.

He wrote—but seldom.

He came—but seldom.

He talked of his work; she was not unintelligent, but she did not care for playing Egeria save as a prelude to a satisfying rôle; the spring so evanescent, so exquisite, was waning into the blatancy of summer. Constance Finlay began to droop in the languor of despair.

She saw ahead flat days, like a string of tired horses, one behind the other, dragging the dull burden of Time (her Time) to an unlamented end—the death of an old, unloved woman—the fireside, the bedside, the lawyer, the doctor, and no memories to dispel the tedium of the end of all things for Constance Finlay.

La vie est vaine
Un peu d'amour
Un peu de peine
Et puis—bon jour!

Well, if she could only have that, only that—"un peu d'amour"——

Not too late, surely; ah, surely not too late! Her mirror framed a gracious reflection still; but she had not the courage to put it in a cruel light.

Then his letter——

"May I come? I have something really important to say. I don't know how I shall find the courage, but you are such an understanding creature——"

She took the letter under the weeping willow, now elegantly strewn with golden buds down the streaming length of the slender boughs; she re-read it in sweet solitude.

She dallied with her delight; she mused long under the veils of the willow, silent amid the noisy music of spring birds.

His meagre lodgings had no telephone: her quickest message must go by wire:

"Of course. Come," it ran.

He did not come.

For two days she waited, with emotions too muted and suspended, like a high, yet hushed note of music.

La vie est telle
Que Dieu la fit
Et telle quelle—elle suffit!

In gowns always fresh, trailing and delicate, she waited in the walled garden where the sun was, every hour, melting the austerity of the chill spring.

She had scarcely disturbed her dream sufficiently to make the resolution that she must write to him, when he came.

She was standing by the bed of hyacinths, so choice, so rich with perfume, when he opened the gate.

She was acutely conscious of a deliberate change in all her surroundings; the sun became more vivid, the grass and trees more vivid, every object more radiant, in the same manner as a lamp, suddenly turned up, will dispel the shadow that has obscured the chamber.

He came in reluctantly; she saw that he had been wrought on by vast emotion and trembled to the edge of her own self control.

"You got my letter?" His voice was hoarse as if he had not spoken for a long time.

Their hands touched.

"Your letter?"

"Yes. I thought that it would be so much easier to write—and then come for your answer."

"I got a letter two days ago. This is the third day. Just to ask if you could come. I wired at once—'Of course—come.'"

"I know. I got that. I wrote again. Yesterday."

They had walked (drifted, it seemed) across the sward, close packed with beheaded daisies, to the willow tree.

"I didn't get that."

"You didn't?" He was perturbed, incredulous. "I thought—I was sure——"

"You missed the post." She was serene, confident in destiny. "It will come this afternoon; we are rather out of the way for the post."

"I see——" He seemed amazed at the cross-grainedness of fortune. "I should never have come if I hadn't been sure that you would have had that letter."

"It cost—something—an effort—to write?"

"A great effort."

Feminine dislike of timidity in a lover held her silent; why couldn't he be triumphant about what was wholly a triumphant matter?

He continued, struggling with an infinite reluctance.

"I don't think I could ever tell you what I put in that letter——"

Couldn't he? She gave a sigh for the inarticulateness of the Northern male. Still, she would have the letter.

Meanwhile she must encourage him.

"There is nothing you need mind telling me."

"Isn't there?" He spoke with that impetuous vigour, that so delighted her, with spontaneous grace. "I wish that I could be quite sure of that."

"I wish you could be."

They sat down on the cinder-coloured seat under the willow; a double ring of grape hyacinths were pushing up through the grass.

She looked at his hand, lying negligently beside her; she had always considered his hand beautiful.

She noticed his cuff; her glance travelled furtively over his attire.

The thought of his poverty stung at her nerves with bitter poignancy; he had good reason for his hesitancy; he was so poor, probably even more desperately poor than she realised.

Lazy, thriftless, too, of course.

But what did these qualities matter in a lover?

If only he could forget these things and love her; while there was time, before the lights went out—"un peu d'amour"——

Her voice thrilled with self-pity as she spoke.

"I wish that I could persuade you that all this is wasting time. Yes, really wasting time. Haven't we always understood each other?"

"Yes, I know, we have been the best of friends—but this—there are some things so difficult to put into words—the presumption—I don't know how I dared——"

His handsome eyes avoided her intent and re-assuring gaze; he pulled at the long, thin boughs of the willow and nervously stripped off the green-gold buds.

She looked at these as they lay on the grass.

"Tell me—tell me——"

"I'd rather that you read the letter."

She was going to insist on his speech when the postman came; Lestrange remained with his face in his hands, his elbows on his knees, while she went to fetch the letters.

"How he loves me," she thought, unsteadily.

She sorted his letter from the others and read it as she stood on the lawn.

It contained only three lines.

When she had read these she looked to where he sat, hidden by the veil of the willow, his face still concealed by his shaking hands.

She went into the house, to her desk, and drew out her cheque book.

"How could I forget that I was an old woman?"

He had asked for the loan of a hundred pounds; he had got in debt idling after a young girl.

Un peu de rêve——

She went out with the cheque in her hand; that slip of paper was the death warrant of the beauty of the day; she thought, with irritation, "he might have shaved"—and he, as he looked up, "I wish she wouldn't paint her face——"

It would be difficult to tell which was the more humiliated. M. B.

The original staircase, Crewe Hall, Cheshire.

HOW LONDON WENT TO CHESHIRE

THE acquisition of landed estate was seemingly a simple matter in the days of Edward I. By sending an armed man twice yearly to keep the peace at Chester Fair, Thomas de Crue acquired the land on which Crewe Hall now stands. Some three hundred years later, after the property had passed to other hands for many generations, Sir Randall—or Randulph—Crewe, Lord Chief Justice of England under James I, was pleased to purchase this seat of his ancestors, and thereupon he made it his life's ambition to build a home worthy of his family and station. The measure of his success can be gauged by the words of a contemporary "nor must it be forgotten that Sir Randall first brought the model of excellent building into these remote parts, yea, brought London into Cheshire, in the loftiness, sightliness and pleasantness of their structures."

Sir Randall fell into disgrace early in Charles' reign for refusing to sanction the king's demand for money supplies, but notwithstanding fortune's reverse he built a house of surpassing interest and charm, as may be seen by the singularly beautiful old staircase here pictured, which was unfortunately destroyed in the disastrous fire of last century.

The times which saw the building of Crewe Hall three hundred years ago mark also the first years of "John Haig," the famous Scotch Whisky, now world renowned for the same true quality and perfect maturity which first gained it reputation.

Buffet early 17th century. The solid magnificence of this period was due mainly to the skill of the woodcarvers. From the food hutch of Tudor days the Buffet or Court Cupboard blossomed, and from this, through many stages, mostly very beautiful, comes the sideboard of to-day.

By Appointment.

Dye Ken

John Haig?

Issued by JOHN HAIG & CO., LTD., DISTILLERS, MARKINCH, FIFE, AND KINNAIRD HOUSE, PALL MALL EAST, S.W.1
Incorporating Haig & Haig Ltd.

MOTLEY MUSINGS

By HARTLEY CARRICK

A BITTERN has been shot outside Kingston. Others of its species will doubtless profit by the maxim, "Once Surbiton, twice shy."

. . . .

TO-DAY'S rapt reflection: If only motorists (like footballers) would observe the off-side rule!

. . . . . .

"WOMAN," says a distinguished member of the British Association, "is in every way inferior to man." Well, from the very first she was only a side-issue.

. . .

A CORRESPONDENT declares that, on the whole, girls are more honest than men. They certainly contrive to hide very little.

. . .

SCIENTISTS now say that it is possible for a moth to hear. Personally, we believe that moth is a myth.

. . .

"WELL, Tommy, how are you getting on with your alphabet?"

"Very well, thanks," said the youthful wireless enthusiast, "I know my B.B.C. by heart!"

. . .

A THEATRICAL journal states that comparatively few great actors come from the suburbs. It was different, of course, in the days of Suburban Tree.

. . .

FROM a Scottish paper: "Mr. Jock Mackenzie then gave the 'Blue Bulls of Scotland' on the bagpipes." We hope the animals didn't see red.

A CLERGYMAN denounces the amount women spend on hats as a sin. Anyhow, the sin is on their own heads.

. . . .

'Tis time to say "good-bye,
Ta-ta to you, Tattoo";
With many an honest sigh,
'Tis time to say good-bye
To your brave panoply,
And bid farewell to you.
'Tis time to say "good-bye,
Ta-ta to you, Tattoo."

. . . .

A REFLECTION after seeing a Welsh play: Although *we* think it good, Evans, good Heavens, how Cardiff will curse Caradoc's paradox!

. . . .

AT a London police court a man complained that a policeman had told him rudely to move on. Had the officer explained gently that the pavement is a place of transit and not of lounge all would have been well.

. . . .

THE Air Minister informs us that the next war will be in the air. Peace is there already, isn't it?

MR. ARTHUR BOURCHIER says the best way to become a good actor is to play lots of leading parts.

. . . .

WHAT *is* it that the exception proves?

. . . .

A CORRESPONDENT states that he met on the Embankment Mr. Chance Newton, who told him he had seen eighty-seven Hamlets. If I had I should have been over the Embankment by now.

. . . . . .

"I'VE come of age to-day," burbled Fatuous Francis, "and my mother has presented me with a monkey."

"History repeats itself," cooed Cynical Cyril, "for she did that to your father twenty-one years ago!"

. . . . . .

THE COSTER TO HIS LASS

Come in Covent Garden, Maud,
I've the barrow and stuff, my own;
Come in Covent Garden, Maud,
Where the muck on the pavement's thrown,
And the scent of the cabbage is wafted abroad,
And the smell of the garbage blown!

. . . . . .

A FLASK of water has been found in a Wapping letter-box. The postal authorities, nevertheless, are not asking the public to post more Thames.

. . .

"DID your son get any decorations in the War, Mrs. 'Iggins?"

"No end of 'em, my dear. They give 'im the C.B. for somethink, and 'e was tanked no end o' times!"

. . .

A PROFESSOR, with a *flair* for athletics, declares that men are faster than girls. We know some flappers in Ealing, Professor—but there!

. . .

A DRAMATIC critic says of a certain show now running in London that it is a terribly laboured performance. Are we to understand from this that it is all work and no play?

. . .

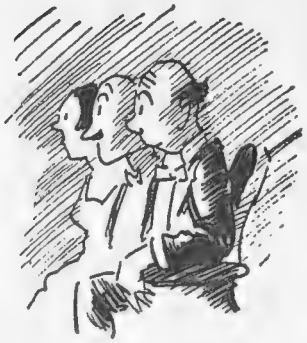
A COMMUNIST declares that he wants a world where it will be all Bank Holidays. Judging from a look at most of his unwashed comrades it would seem a case of ban-collar-days already.

THE TIME LIMIT By FRED BUCHANAN

HE (*impressed by effect of end of "Summer Time"*): "By jove, it begins to get frightfully late awfully early—what?"

BAD PLAYS

EVEN



IF

THE PLAY

IS DULL

THE INTERVALS

CAN BE

MADE

PERFECTLY SPLENDID

BY

THE AID OF

Worthington

—the antidote to dullness

BUCHANAN'S

BY APPOINTMENT

"BLACK & WHITE"

"BUCHANAN'S LIQUEUR"

THE RUGGER WORLD

THE PESSIMIST. By "PENDARVES"

A CURIOUS thing about the Rugger world is that the better player a man is the less chance he always seems to think he has of being picked for any big match. I suppose it is a pose. The pose of humility. And the more useless and hopeless a man, who is probably floundering about in the "A" team, the more astonished he seems to be at the extraordinary lack of observation on the part of the club's *paterfamilias*, who has been mooning up and down the touch line on the look-out for rising talent. I imagine this is a pose, too; the pose of crass optimism which hides mediocrity.

Singular it is with what adroitness quite simple men otherwise hide their Rugger talents under a bushel (or behind a tankard of beer) when you are discussing the season's prospects. Here is a typical sort of conversation that goes on every week. A genius among fast forwards—one of those short men, don't you know, with a tremendous breadth of shoulder, who wears a 17-inch collar—is sitting at a light and solitary lunch about 12.30 on a Saturday morning in a remote corner of the dining-room. One of those inconspicuous men who would never get a second glance from a woman, unless she recognised the colours of the famous tie he is wearing. Then he would get several. Always in search of the novel and the grotesque, you approach and say:

"Well, young feller-m'-lad, who are the victims to-day?"

"We are." He is glumly monosyllabic in his speech, and rather depressed. Before big games these bloods usually are.

"How do you mean? You're playing the Olympians, aren't you?"

"We are."

"Well, you'll knock their heads off."

"Not a hope. Pass the mustard and talk sense or push off."

"Why, have they got a very hot side out, then?"

"*Hot*? You don't read your papers. Do you realise, my poor fool, that the 'Varsities are still down, and that the Olympians have taken belts and medals for pinching gentlemen from the University of Oxford or Cambridge, or both—generally both? And do you realise that we have got practically an 'A' team out to-day, and a poor one at that? And that I have got a temperature and ought to be in bed? Fat lot of use I shall be. Let's change the subject—it's too painful, really." (You comply.) "Well, you played a great game last week, anyway. Suppose you know two members of the Selection Committee were in the stand?"

He brightens visibly. "No. Is that a fact? Yes, I *was* rather on my game last Saturday. But I shall never play like that again; never. Only a flash in the pan, old boy. I was unmarked the entire time, too. That is why things came off for me."

"Do you know you are a practical certainty for a cap this year if you keep fit and drink less of that stuff?" tapping his tankard.

He stares at you wide-eyed and incredulous.

"You have been drinking," he declares solemnly, poking absently about his plate. "Drinking, ol' man, and secretly; that's your trouble. A pity about you; great pity. What is it—old brown sherry, or gin?"

"I know what I'm talking about," you respond, heatedly, "also I happen to know *one* of the Dogs of War, and he has a very high opinion of you."

"Is that a fact?" He leans forward eagerly, and pushes his plate away.

"I say, be a sport, tell me more."

You look grave and reticent, as, indeed, you must, having some knowledge, and you put him off evasively while he offers you all kinds of drinks.

"But my dear old chap," he goes on, rather breathlessly, "do you know I am only keeping my place in the first fifteen by the skin of my eyebrows? I was dam lucky to be picked this week; they tell me it was only owing to those fluky couple of tries last Saturday that I am playing again."

He is one of the mainstays of the famous side, but you let that pass.

"Furthermore," he goes on, depression creeping into his voice again, "we are up against some hellish forwards to-day; all of 'em twice my weight. N-o-o; my Rugger days are over. I'm only playing 'cos—well, it's rather difficult to give it up, and all that. But I'm merely a passenger; can't stand the pace, ol' man. . . . Well, are you coming along? I'll drive you down. Right. Buck up."

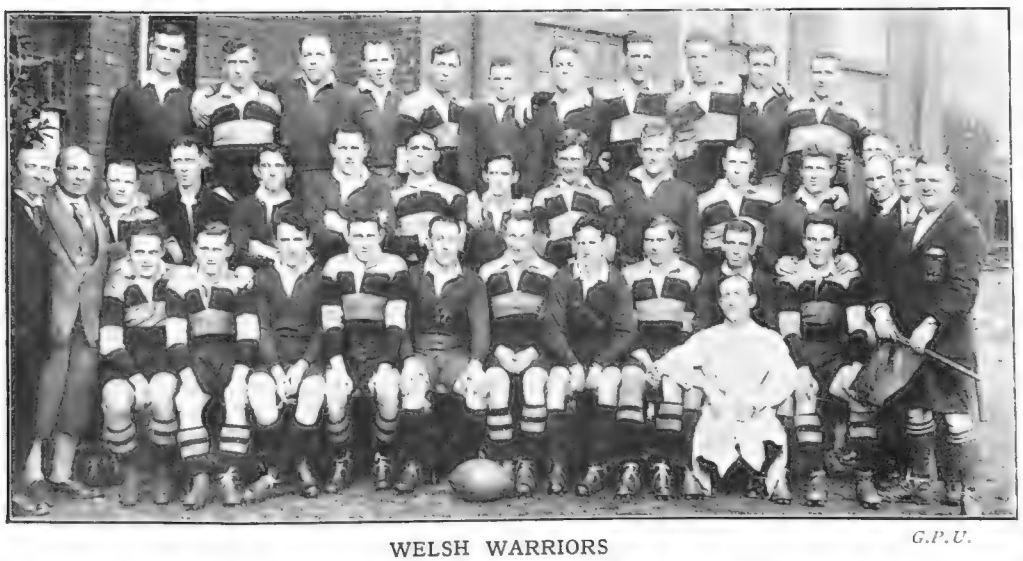
Driving down to the ground he becomes more and more pre-occupied and silent. You see him as far as the dressing-rooms. But when he begins pouring Elliman's over himself you leave him to it and get into the fresh air again.

You watch him carefully throughout the very close and fast game. Both sides are keeping the game open. Wave after wave of forward rushes sweep up and down the ground. He is on the top of each wave, in the thick of the spray every time. In a maul, when at length the whistle calls heaving men to a halt, it is invariably he who comes out from the bottom layer with the ball in his arms. They give him most of the place-kicks, and he converts two from difficult angles. His tackling of men twice his size is a tigerish and finished performance.

He limps into tea with a cut lip and a swollen eye and sits down dejectedly.

"My God, Pen, old man," he begins, "I never played worse. Pathetic, wasn't it? I shall give up this blinking game. Mah Jhong is more in my line. Pass the cake and don't talk so much. Ph-ew!"

Some men are never satisfied—even victorious Rugger forwards who have just played the game of their life.



G.P.U.

WELSH WARRIORS

These brawny Welshmen have *not* been engaged in a battle over "Taffy" at the Royalty Theatre. They are the combined Rugger Teams of Newport and Llanelly, who recently had a little battle on their own—the first for fifteen years—Newport proving the victors

The Literary Log

ROLLED BY RALPH STRAUS

WHATEVER your political beliefs may be, it is impossible not to be thrilled by the meteoric career of Mussolini. One had thought that the day when a man could rise Napoleonwise had gone for ever. The problems, it seemed, had grown too big for any one man to deal with. And then this blacksmith's son, who had spent months of his life in prisons, this socialistic dreamer who suddenly discovered the real meaning of love of one's country, and fought as a corporal in the War, came along with a miracle.

❋

WHO and what, then, you feel inclined to ask, is this extraordinary man? The answer may be found in the exceedingly entertaining and informative *Life of Benito Mussolini* (Butterworth: 15*s.* net), which has been written by a woman friend of his, Margherita Sarfatti, and is now translated into English. It makes most excellent reading, for it is throughout very human and understanding and interpretative. The time is not yet, of course, when a full judgment of the man may be made, but here, at least, is a vivid full-length portrait which not only clears away the mass of legend already grown up about him, but makes an Englishman understand just how the blacksmith's son has become the Italian Prime Minister and one of the great men of Europe.

MR. WARWICK DEEPING'S new novel, *Sorrell and Son* (Cassell: 7*s.* 6*d.* net), is having a big success, and I am not surprised, for it is a lovable book, and both Sorrell and his son are lovable beings. In its way it is a simple enough story. An ex-officer, a gentleman born, whose wife has left him, has a boy to look after, and no money. His pre-War business has crumbled to nothing, and no congenial job comes his way. A chance for a porter's job in a country hotel is given him, and for the boy's sake he takes it. Slowly he works himself up, but if *he* is able to stifle his natural distaste for this new life, the world remains cruel, and "a porter's son" is apt to find himself pitted against difficult obstacles. Both father and son, however, have grit, and grit is, perhaps, the most important thing in the world. The father makes money, and by its means the son becomes a great surgeon. As for the end it is peculiarly pathetic, yet it is no real tragedy, for there has been no loss of caste, and the great purpose has been achieved. It is a long book, but you will enjoy every word of it.

❋

THE new Aldous Huxley is a collection of essays about travel, and it is a little gem of its kind. *Along the Road* (Chatto and Windus: 5*s.* net) is one of the jolliest and most gracious and most out-of-the-way books I have ever read. Mr. Huxley calls himself a tourist, and so he is, but his tours are self-conducted and adventurous and baffling, and altogether unlike any others. He is as intrigued by the conventional likes and dislikes as he is by those unusual things which most tourists fail to see. And he brings everything into a startlingly vivid focus. Nor does it matter at all if you do not happen to have been near the places of which he is writing. There are moments, I admit, when I could almost suspect him of being capable of inventing a wholly fabulous city for the mere pleasure of telling you what ought to be found there, but there are also moments when I know that as a guide he is wholly dependable. And as for his attacks on poor old Baron Baedeker ——Well, I can only say that whether or no you have conceived a distaste for Mr. Huxley's novels—and they are not universally beloved—you will be missing a treat if you do not beg, borrow, or steal a copy of *Along the Road*.

❋

THE reputation of Mr. William McFee is steadily growing in this, his native, country, and even those who have dubbed him Conrad's shadow are beginning to revise their opinion. His novels have an individuality of their own, and his essays express a

(Continued on page 66)

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Pygmalions

COMMERCIAL ISOLATION

By H. DENNIS BRADLEY.

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The reason for this isolated modesty of profit is that the House—alone among West End tailors—is conducted on a cash basis. By avoiding the loss of interest caused by giving credit, this establishment is able to progress on the ridiculously low basis of 10 per cent. profit. Settlement is required when the clothes are completed, not in subsequent generations when they are almost worn out. And it is more pleasant to receive their value from the client than from his executor.

The reputation of Pope & Bradley rests upon no flimsy fabrication. The materials used by the House are the finest procurable, and the cutters are the past-masters of their craft. These substrata, combined with the subtle individuality of the House, are responsible for the pleasant fact that the business of Pope & Bradley is easily the greatest of its kind in the whole of this chaotic, material world.

Even in other planets the personality of this House might still remain supreme in its sphere. For even though the cultured Martian was unaffected by advertisement he could not fail to be attracted by artistic conception.

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Smokers of cultured taste instinctively select
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the one best cigarette.
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definite point of view. In *Swallowing the Anchor* (Heinemann: 7*s.* 6*d.* net) he reprints a series of critical essays, written for the most part during his seafaring duties, which are pungent and attractive and originally expressed. "Notes," he calls them, "made by an engineer in the Merchant Service, who secured leave of absence from his ship to investigate and report upon the alleged superiority of life ashore." As for the results of that investigation I will say nothing beyond the fact that Mr. McFee is now in process of becoming an American citizen. His essays, however, are mightily good to read, and I fancy that in a year or two he will be widely appreciated on both sides of the Atlantic.

⁂

It is impossible not to like Mr. Denis Mackail. He is so jolly, and his people are such very good fun. In his new book, *Greenery Street* (Heinemann: 7*s.* 6*d.* net) there is the slightest of stories, and yet more than enough, for here, most graciously elaborated in the sunniest way, is a sketch of young lovers who find the right house to live in, and have their own little troubles—accounts are always the devil, and neighbours can be nearly as bad—and enjoy their triumphs, and prosper in the way that all young lovers should. It is exactly the kind of novel for the dumps. After reading it, you know that everything is really all right. Somewhere or other a Greenery Street will turn up, and then even the most elephantine bill or the most dilatory plumber will not matter. It is a joyous book with a little gallery of most joyous portraits.

⁂

Mr. Bernard Gilbert's epic *Old England* takes a further step forward with the publication of *Canon Makepeace* (Cecil Palmer: 7*s.* 6*d.* net). This is a short novel which, whilst falling into its allotted place in the big scheme, may be read and enjoyed by and for itself. While, however, it is a novel with a definite story of its own, *Canon Makepeace* allows Mr. Gilbert to make yet another new experiment in technique. The Canon may or may not have been rather more than indiscreet when he paid an evening visit to a certain lady who had recently been separated from her husband. Whether or no he was guilty of conduct unbecoming a clergyman never actually appears, though there is a hint at the end of the book from which the reader may obtain a clue if he likes. But that is not the point. When scandal arises in a small country town, people seem to talk about nothing else, and Mr. Gilbert has hit upon the novel idea of telling his story by just "pinning down" what is said.

DURING THE FRENCH MANŒUVRES

A group taken at the Hôtel du Lion d'Or at Rheims during the recent manœuvres of the French army, including General Gouraud, the Mayor of Rheims, the Sous-Préfet of Rheims, and General Lacapelle, commanding the 1st French Army Corps

⁂

For this purpose he makes one of the big landowners summon some dozen of the local people to his house, and there he invites them to tell in confidence exactly what they know at first hand or have heard from friends—this, in order to see what steps had better be taken. And so in each chapter we listen to the most contradictory reports of the same little series of events. It is all most excellently done, and even if the "jury" come to no very definite conclusion, Mr. Gilbert's readers will have obtained a very clear picture not only of the "jury" themselves but also of Canon Makepeace, who never actually makes his appearance in the book until the last page.

R. S.

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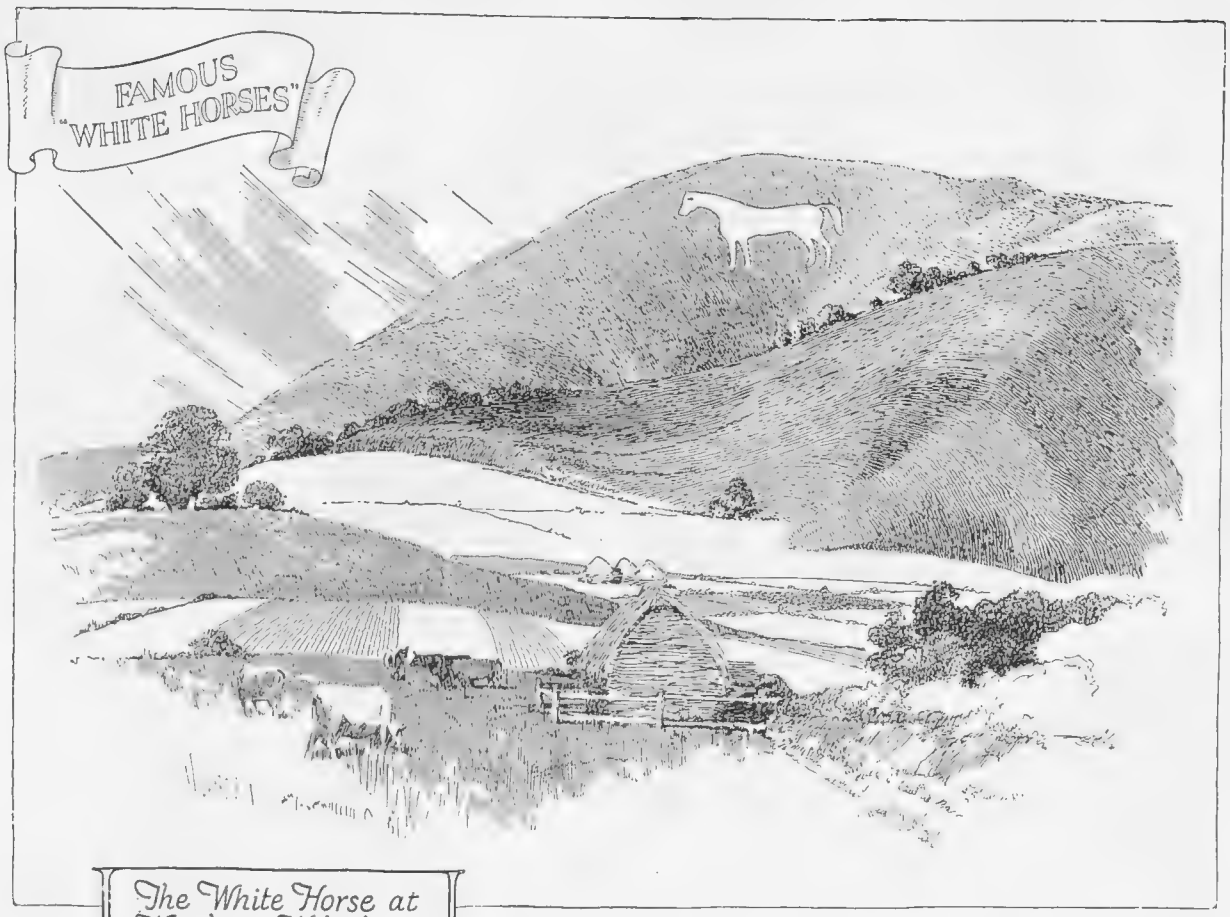

The White Horse at Westbury, Wiltshire.

In A.D. 878, Alfred the Great overthrew the Pagans, with very great slaughter, at Ethandum, and pursued them to their stronghold.

Previously Alfred had acted as lieutenant to his brother Ethelred, but in this victory he was not only Commander-in-Chief, but King of England.

To commemorate this signal success, he cut a WHITE HORSE on Bratton Hill, known today as "THE WESTBURY WHITE HORSE."

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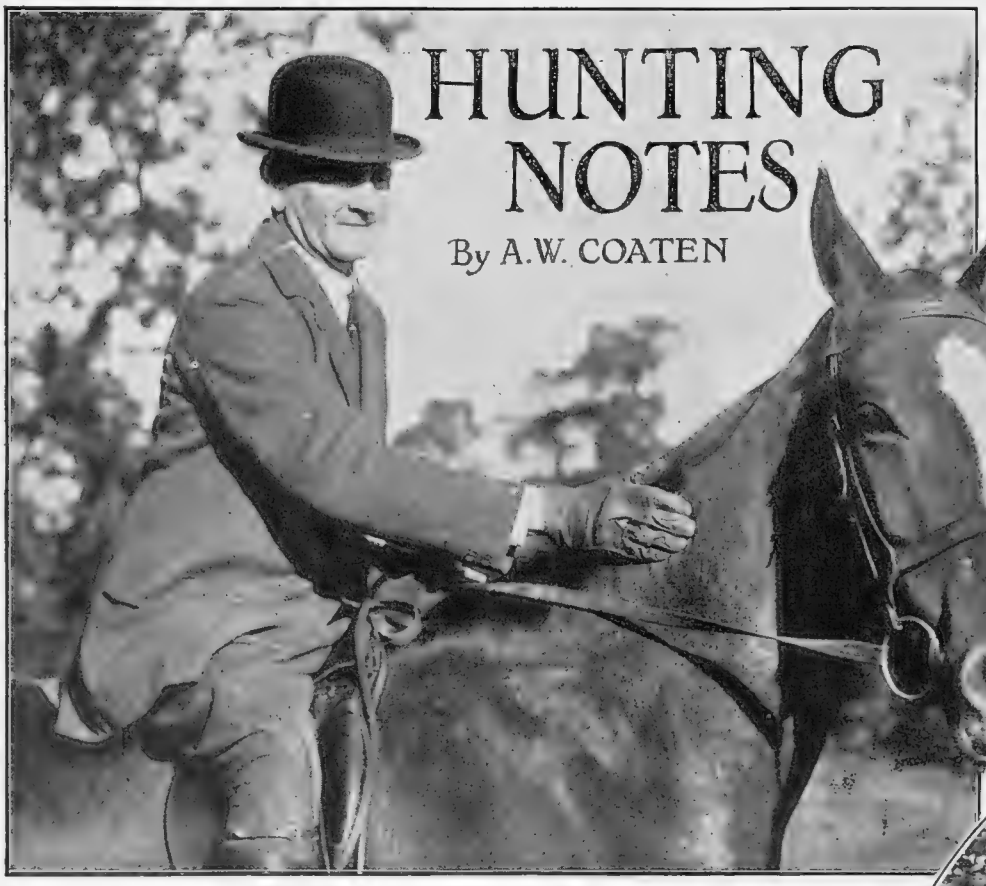


HUNTING NOTES

By A.W. COATEN

COMMANDER C. A. CODRINGTON, R.N. *I. B.*

Who, with Lt.-Col. W. F. Fuller, D.S.O., has been Joint-Master of the V.W.H. (Cricklade) since 1921, photographed whilst out cubbing

A Cloud on the Horizon

SCARCELY had I written last week that the country was comparatively free of foot-and-mouth disease than the lamentable news came from the Old Berkeley district that a recurrence of the trouble had been reported. Happily, no serious view is taken of this outbreak, and hunting in the locality is not likely to be badly interfered with. Let us hope that this is the last flicker of this mischievous epidemic, which, if disconcerting enough to hunting people, is many times more troublesome to the farmers. The Ministry of Agriculture were called many harsh things when making great efforts to check the spread of the disease a year or two ago. I think it must now be acknowledged that their drastic restrictions, however irksome they were at the time, were guided by sound commonsense, and were instrumental in ultimately stopping the trouble. The prevalence of foot-and-mouth made things look very black for foxhunting, and some of the fashionable Hunts, which depend mainly upon visitors for their subscriptions, were faced with a genuine financial crisis. Thank goodness those days are past, though it is to be feared that subscription-lists in certain countries have not kept pace with the greatly increased cost of hunting.

The Wire Trouble

MOST of the reports I have lately received from hunting districts are cheerful and optimistic, but now and again an exception is encountered. Wire is the source of trouble in most cases. "This is getting worse in my country," writes a North Country M.F.H., and I hear it is the case in other countries. I think, however, that on the whole farmers are wonderfully good in helping the Hunts to keep down the wire nuisance. There are some districts, notably that covered by Lord Fitzwilliam's Wentworth Hounds, in which the fences become so rotten on account of the smoky atmosphere that farmers have no alternative but to patch them as cheaply as they can. Timber is too expensive to use in many instances unless it is provided and put up at the expense of the Hunt. That is why it is necessary for individual subscribers to put their hands more deeply into their pockets in support of the Wire Funds if they wish to enjoy an unimpeded gallop across country. It is satisfactory to learn that the Pytchley country is likely to be less obstructed by wire this season. The hounds show much benefit from having been kennelled at Althorp Park during the summer, this being by the kindness of Lord Spencer. A change of kennels, with the advantage of being on fresh ground, is more advantageous to foxhounds than is generally supposed.

A Bright Report

MR. HERBERT STRAKER sends me a glowing account of the outlook in the Zetland country. 'In this Hunt," he says, "we have nothing whatever to complain about, and the only thing to hope for is a good scenting season." No trouble, it seems, is experienced with wire here. Without being asked to do so, the farmers take it down during the winter months, so there is no danger to horses and hounds during the season. Another very encouraging report reaches me from the South Notts country, where Mr. Robert W. Kaye is the popular M.F.H. I am glad to learn that W. Batchelor, the huntsman of this pack, who broke his leg last season, is now quite fit again, and declares himself to have been "never better." Judging by the results of cub-hunting up to date, there will be plenty of stout foxes for him to account for in the coming season. A. W. C.

A Great Trainer

IN the compilation of his reminiscences Mr. Richard Marsh was fortunate in enjoying the assistance of that practised writer on racing affairs, Mr. Sidney Galtrey. The result is that *A Trainer to Two Kings* (Cassell and Co.: 25*s.*) is an extremely attractive volume, not only from the deeply interesting matter it contains, but from the irreproachable manner in which the book has been put together. Nobody who takes an interest in this great sport, which fascinates so large a proportion of the nation, will want to put aside the volume until he has devoured every chapter. Here we get an entertaining glimpse of the keenness with which King Edward took part in racing, and the extreme satisfaction he

Sport and General

TRAINING THE YOUNG IDEA

Miss Phillson with Miss Bobby Dell at a meet of the New Forest Buckhounds at Burley New Cottage, in Hampshire

ON THE PERTHSHIRE MOORS

Members of Sir Algernon Firth's shooting party on the Auchleeks Moors, in Perthshire. Reading from left to right, the guns are: Mr. Wilmot Smith, Major A. Collins, Sir Algernon Firth, the Rt. Hon. Neville Chamberlain, Mr. Alvery Darwin, and Capt. W. Coates

RACING·NOTIONS

By "CARBINE"

enjoyed when he won the Derby with Persimmon, Diamond Jubilee, and Minoru. The short foreword contributed by Lord Durham adds to the value of one of the best racing books ever written.

The Two-Year-Olds

APPLE SAMMY'S effort to win his race last week, although successful, was laboured enough to make us wonder whether our crack two-year-olds are quite such a great lot as we imagined them to be. Coronach, who finished two lengths in front of Apple Sammy at Doncaster, is by general assent the champion of his age. Shall we have the same opinion of him when the season is closed? We shall know more about him if he competes for the Middle Park Stakes on Friday week. It may be that one or two "dark" youngsters of distinction will appear in that event. The best of the Aga Khan's expensive string of youngsters seems to be Moti Mahal, who accomplished a really sparkling performance last week, but I shall be surprised if "Dick" Dawson does not eventually produce a better two-year-old colt than any of his lot which have appeared so far. It does not look as though Zambo will be ready for work again this season, as he returned home partially crocked after the St. Leger. But he should add to the interest of next year's cup races, in which we are looking forward to the rivalry of Solario and Picaroon. It is delightful to know that the latter has now shaken off the effects of his bad spell of blood poisoning and he gives promise of making a great four-year-old.

Big Kempton Race

KEMPTON has a great attraction for us on Saturday in the shape of the Duke of York Handicap, in which Pharos is expected to make a big effort to repeat his singularly easy triumph of a year ago. Warden of the Marches, who ran so well in the St. Leger, is handicapped at the head of the three-year-olds, and this course ought to suit him. One in whom I am specially interested is Amethystine. It may be recalled that I was fortunate enough to predict her success at long odds in the Jubilee in the spring, and I am fully prepared to see her put up another good effort over the same course. The trouble is that Lady Nunburnholme's filly strained a muscle in her back early in the year, and has therefore had rather an easy time, but I understand that she will be fit on Saturday, and her chance under 7 st. 7 lb., a stone more than she carried to an easy victory in the spring, makes a strong appeal to me. Lower in the handicap I have a favourable opinion of Joy Rider, who gave the backers of Bucellas such a fright last week. But the difficulty in the case of an animal handicapped at 6 st. 8 lb. is to get a good jockey for him. I make **Amethystine** my selection, and suggest that JOY RIDER may run into the first three. On the preceding day we have the Queen Elizabeth Plate, one of the chief sprint races of the autumnal campaign. With reasonable luck the top weight **Scherzo** is sure to give his backers a very good run for their money.

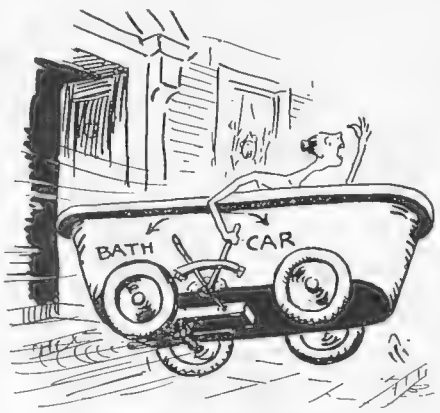
THE DUKE OF BEAUFORT *Poole, Waterford*

A new portrait of the Master of the Beaufort who is carrying on the great hunting traditions of his family

YOGO HAMA'S MOTING EXCLUSIVE'S

MOST DEAR HON. SIR,

I CANNOT doubt to suppress that you will jump enormously for joy when I inform that I are in the receipt of, perhapsly, the most stupendously exclusive scoopings which ever have been invented in this or any other era. Indeedly, these



"The 3½ L.B.W. Bath-a-Car"

scoopings are so epochal and parallelless that almost I are afraid to depict same because of propagating awful jealousies of my so brilliant talents which should perhapsly cause hostile *literati* to poison me with a dagger behind my back.

"Excuse me to say, Mr. Y. Hama, you are more safe as houses, because if you should sustain to suffer a demise by road, rail or other fatality, you will

"The Autoblowomobile"

immediately receive Hon. BYSTANDER'S patent insurance coupon for 10,000£s. Also if you should succeed to lose a leg, ear or other gadget, we will refund same by the return of post if, and supposing, you have lost same legitimately and by good lucks and not by malicious afterthoughts," you inform, Hon. Sir?

This are very goodish news and has raise enormous tons off my mind, I response gleeishly. Almost it are worth to be demised because of the stupendous cashes we receive for compensations in lieu. It are newsprints like as Hon. BYSTANDER, I ejacule, which live to only purvey lucrative cashes——

"Kindly, Mr. Y. Hama, to imbottle your rhapsodics, and depict these so alleged patent scoopings which shall cause to tear out their hairs for rage innumerous Hon. contemporaries," you declam, Hon. Sir?

All so well then. On or about thisly week to date, the Olympic Moting Show will be open and——

"O, this are more awful wickedness and false pretences than I could have imagined to suppose! You make promise a stupendous song and dance re concerning epochal and patent exclusives, which turn out to only be facts that 99.05 per cent. of persons are entirely aware. This, Mr. Y. Hama, shall produce you the bag with not any option!" you inflam, Hon. Sir?

"The New Collapsible 5"

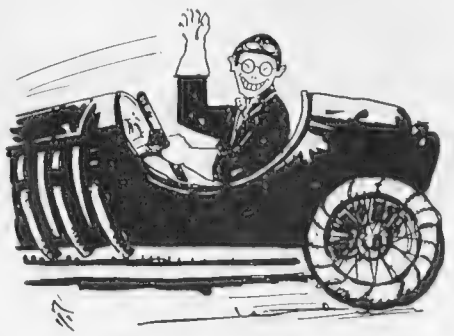
Permit I should inform, I response snishishly, that saidly patent exclusives are re some completely non heard-of inventings and other mechanical *coups d'état*, which I have succeeded (at frightful expenses) to successfully secure *v.* against all-comers. Howeverly, as I are now bagged with not any option, I——

"Mr. Y. Hama, O I imbeg you to kindly impardon my so wicked and piousless words. More sooner should I enjoy to bite off my head, than to lose the so world-wide and brilliant talents of, perhapsly, the greatest scoopings-monger which has ever achieved to be born. For the 1,000-rd and 1-st time, Mr. Y. Hama, I beseek you to kiss to make friends for the sake of the so little 1's at home!" you weepishly impray, Hon. Sir?

I shall not kiss you to make friends, but because I are curse with a softish heart and other forgiving organs, I shall impardon you so legalless insultings, I response.

"Mr. Y. Hama, almost I think you must be sainted or otherwisely——"

Silents! Thisly year (writes Major Y. Hama, the so great motings expert) we shall witness to see some very epochal strides and other patents at the Olympics Shows. I are very authentically inform that moting will suffer a frightful revolution because of a new inventing called the Autoblowomobile.



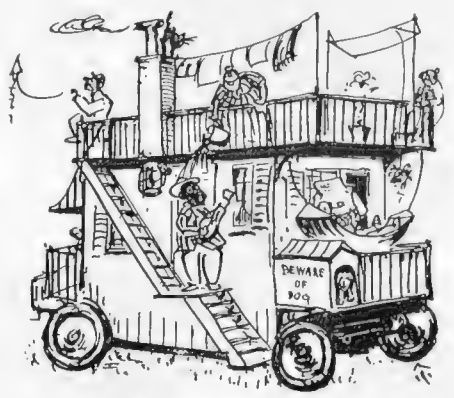
"The so great motings expert"

This so wonderful car are exclusively engined by wind-power, thusly non-necessitating petrol at 1/6½, so that even the most impoverish persons can enjoy to run it for next almost to nothing. It produces 9 *h.p's* to the sq. in., and are very chastely designed.

Another car which I wager to bet shall cause stupendous sensations are the New Collapsible 5. This are enormously adapted to persons who live on top or other elevated floors, because in less as 3 tics of a lamb's tail it can be collapsed into almost not any space at all, and put under the bed or other secluded spot. It are very lusciously designed and develops 50 *h.p's* to the gallon so easy as winking.

Not anybody should afford to miss the so luxurious Familcar which are

(Continued on page 72)



"The so luxurious Familcar"

Born 1820——Still going Strong!

OLD CRAFT SERIES No. 15.

COOPERAGE is believed to be the invention of Alpine Valley inhabitants. The craft has existed at least from the first century of the Christian era, when coopers' vessels were used by the Romans.

The introduction of cooperage into England is not definitely recorded, but there were coopers in London in 1310, for in that year two coopers' plants were seized for debt. And before the end of the 14th century an ordinance was passed ensuring the use of cooperage materials that would not affect the taste of beer or other liquors.

The handwork of the ancient craftsman has been largely replaced now by elaborate machinery.

Pride of Production is the Stimulus of True Craftsmanship —hence the Superiority of "Johnnie Walker."

JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, KILMARNOCK, SCOTLAND.

the last note in up-to-dateish moting. Specially prepared for wealthies and suchly de luxe persons, it consists to possess 1 rec. room, 1 dng. room, 2 bd. rooms, bath *h.* and *c*, kitchen, roof-garden, wireless and dog-manger. The engine are 35/205.5 *m.p.h* with a magneto of the triple-expansions type fitted with *o.h.v's* and twin supera-imposed pistons geared to 150 *c.c* per *h.p* which produce 23.0 *amps* per *kilo* at 77 *m.m.* This are non-doubtfully a very new stride in moting enginerics.

1 of the novelest patents are the 3½ *l.b.w* Bath-a-Car, which can be use for cleansing or driving purposes and are specially prepared for flats. Persons making purchase this so exquisite little *multum in parvo* are warn to not pull

"Telespectroscopic Trap-detector"

the wrong button when bathing, otherwisely they may suffer to find themselves in the same fix as late Hon. Sir Lady Godiva.

Perhapsly the most genius car of all are the Aeroland Chummy. By defixing the balloon wheels and adhering same to the chassis, saidly car can be caused to propel in the atmosphere like as an air or other gas plane.

Persons who enjoy to exceed the speeds and other legal limits will rush to make purchase the Telespectroscopic Trap-detector. This so marvellous instrument permits Hon. speedster to see enormous miles ahead and arrear, and also achieves to ring a bell when not less as 1 mile from a police-bob trap, thusly saving the consumer innumerous £'s, warnings, suspensions and other legal mulctings.

But the most enormously popular patent of all will no doubtlessly be the Yogo Hama Moting Mascot. This so artistical and delicious mascot are warranted to produce stupendous good lucks, to also prevent impunctuations, radiator leakings, engines trouble, non-sparkings, skiddings, clementless weather, nose-colds, rheumatics and stomach distempers in all their branches. It also succeeds to make pricelessly

"The Aeroland Chummy"

happy and gay all persons using it, and to produce benignish smiles on even the faces of police-bobs. A very celebrate *literati* writes: "It are far more better to not have a car, as to non-possess the so equalless Yogo Hama mascot. I enclose cash cheque for 1 gross by the return of post."

(Any persons making to publish or imprint these frightfully exclusive moting prognostics with entirely non-permission, will immediately suffer an affidavit from some legal solicitors.—Y.H.)

Hoping, Hon. Sir, that this finds you to be as it leaves me at present,

I remain,

Yogo Hama

LOVELY WRIST WATCHES

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2 £58 10 0

3 £55 10 0

4 £35 0 0

Catalogue post free.

Lovely Platinum and Diamond Wrist Watches. Finest Fully-Jewelled Lever Movements.

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177 to 183 REGENT ST, LONDON, W.1.
By Appointment Silversmith etc. to H.M. the King Jeweller to H.M. the Queen Silversmith to H.R.H. the Prince of Wales

Motoring in Winter

THE Motoluxe is the ideal motor rug. Light as a feather and warm as a blanket its soft fleecy texture keeps out the cold but is never oppressively heavy. Every bit of it pure alpaca wool—warm, cosy and capable of standing any amount of hard wear. For the closed saloon or the open tourer a Motoluxe rug is an essential part of winter equipment.

Price £5 5 0

Of all leading Stores—Special Displays during Motor Show at J. W. Elvery & Co., Ltd., 31, Conduit Street, W.1., & Harrods, Ltd.

Wholesale enquiries only to
LEE BROS. (Overwear), Ltd.,
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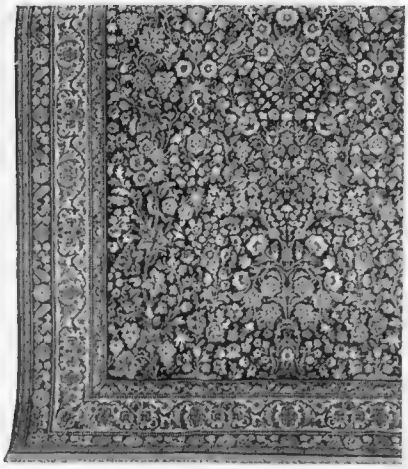
MOTOLUXE
THE SNUGGEST OF RUGS

READY TO-DAY—Post Free—HAMPTONS' NEW AUTUMN 1925 BOOK "C.155," illustrating, in colour, the latest productions and best values in tasteful FURNITURE, CARPETS, CURTAINS, and other HOME FURNISHINGS.

HAMPTONS BRITISH & ORIENTAL CARPETS



invariably exemplify the best value that can be obtained anywhere. *For example:—*

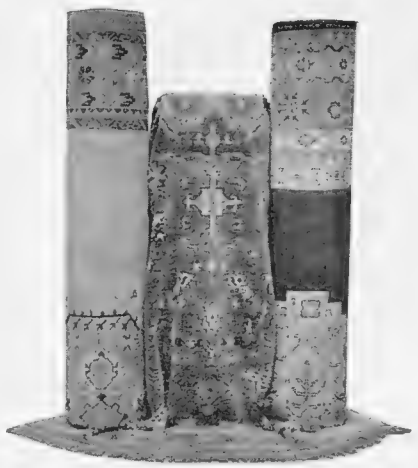
HAMPTONS' FINE WILTON CARPETS.

E155. — The Carpet illustrated herewith is a typical example of a large number of entirely new designs, specially produced for the present season, in this well-known and most satisfactory make of Carpet. The pile is fine and closely woven, and can be relied upon to withstand the hardest wear and give entire satisfaction. In addition to the sizes specified below, many others are procurable at the same proportion of cost.

ft. in.	ft. in.	£	s.	d.
6 0 x	4 6	3	7	0
7 6 x	4 6	4	3	6
7 6 x	6 9	6	5	6
9 0 x	6 9	7	10	6
9 0 x	9 0	10	1	0
10 6 x	4 6	5	17	6
10 6 x	6 9	8	16	0
10 6 x	9 0	11	14	6
12 0 x	4 6	6	14	0
12 0 x	6 9	10	1	0
12 0 x	9 0	13	8	0
12 0 x	11 3	16	15	0
13 6 x	9 0	15	1	6
13 6 x	11 3	18	17	0
13 6 x	13 6	22	12	6
15 0 x	9 0	16	15	0
15 0 x	11 3	20	18	6
15 0 x	13 6	25	2	6
16 6 x	11 3	23	1	0
16 6 x	13 6	27	12	6
18 0 x	11 3	25	2	6
18 0 x	13 6	30	3	0
19 6 x	11 3	27	4	6
19 6 x	13 6	32	13	6

HAMPTONS' extra fine FANCY TURKEY CARPETS.

E156.—For softness of colouring, closeness of weaving and great depth of pile, these Carpets cannot be surpassed. The designs and colourings, many of which are specially produced for Hampton & Sons, afford a great variety of strikingly rich effects of which the Carpets illustrated herewith are typical examples. In addition to the sizes specified, there are a great number of others in stock. Rugs in various sizes are also made to match a large proportion of the Carpets.



ft. in.	ft. in.	£	s.	d.
7 11 x	5 0	8	13	6
8 9 x	6 0	11	10	6
9 0 x	5 11	11	14	0
9 11 x	9 4	20	6	6
10 0 x	6 8	15	10	0
10 8 x	7 11	18	10	6
10 8 x	8 10	20	13	6
11 4 x	8 2	19	15	6
11 7 x	9 2	23	6	6
11 8 x	8 11	22	16	6
12 3 x	9 1	24	8	6
12 9 x	9 10	27	10	0
12 5 x	10 3	27	18	6
12 8 x	10 9	29	17	6
13 1 x	9 11	23	9	0
13 6 x	10 10	29	12	6
13 10 x	10 6	31	17	6
13 4 x	11 8	34	2	6
13 10 x	12 1	36	13	6
14 4 x	10 1	31	14	6
14 10 x	11 0	35	16	6
14 9 x	12 2	39	7	6
15 0 x	11 10	39	0	0
15 2 x	10 11	35	6	0
15 5 x	10 2	34	7	6
15 10 x	12 0	41	14	0
16 3 x	10 9	33	7	6
16 8 x	12 0	43	18	0
16 1 x	13 0	45	6	0
18 3 x	12 1	48	7	6
20 5 x	13 2	53	19	6

Hamptons pay carriage to any Railway Station in Great Britain

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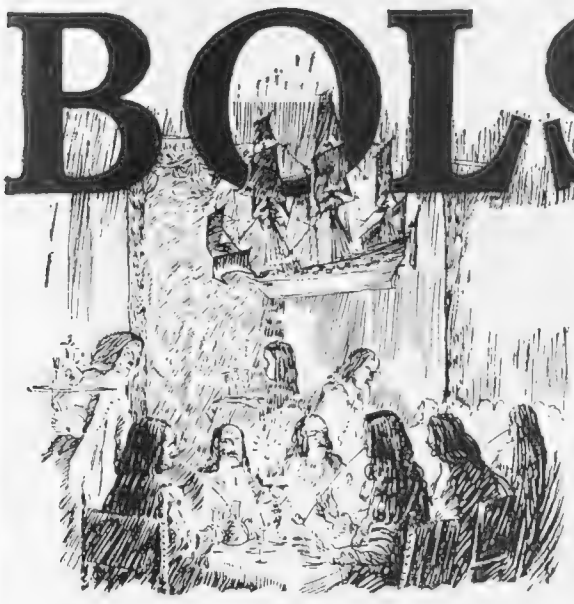
BOLS



The old-time commanders of the Dutch Navy were peaceful men, with tobacco and Bols, when the enemy was not in sight.

SINCE 1575, in the gatherings of famous men of action and thought, Bols Gin and Liqueurs have played their part, assisting deliberation, mellowing recollection, and knitting more strongly the ties of good fellowship.

BOLS

Good company for good company—Bols: Very Old Gin, Dry Gin, Kümmel, Orange Curaçao (Dry), White Curaçao (Triple Sec), Crème de Menthe, Maraschino, and Cherry Brandy.

BROWN, GORE & WELCH, LTD.,
Corn Exchange Chambers, Seething Lane, E.C.3.

The Fallacy of the Cheap Pipe

No. 5.

Cheap pipes are badly finished; they deteriorate and become disreputable, while a well finished pipe will improve in appearance with time.

The finish of the City de Luxe is irreproachable. The high polish which is one of its striking characteristics, displays to the full the beauty of the grain, and the star inserted in the mouthpiece is a feature which enables the pipe to be distinguished instantly from imitations. It is false economy to smoke a cheap pipe which advertises its poor quality. Why not pay a little more and obtain complete satisfaction? There is no better value than the City de Luxe at 5/6d.; it is made and guaranteed by the makers of the famous GBD

Look for the star on the mouthpiece.

City de Luxe

C.L. 614. Bent Chubby. A thick bowled pipe yet quite light by virtue of its balance.

5/6

C.L. 415. Pastime Billiard. A long mouthpiece for cool smoking.

Trade Enquiries to: **38, Finsbury Square, London E.C.2.** *Est. 1860.*

OPPENHEIMER'S
PIPES WITH A REPUTATION

BUILT FOR HEALTH AND COMFORT

How shoes affect your health and appearance

¶ GOOD LOOKS, GOOD HEALTH AND GOOD TEMPER ALL DEPEND UPON THE HEALTH OF YOUR FEET

Many men and women to-day are needlessly losing their health and good looks, because of a fundamental error in the construction of their shoes. The evil is much more widespread than is generally realised, because the first stages of foot trouble usually go unnoticed. Meanwhile the overstrained feet provoke the nervous system into a state of extreme irritability, and cause a drawn expression on the face that quickly begets wrinkles.

¶ THE SHOE-HEEL THE CAUSE OF TROUBLE THAT CAN EASILY BE AVOIDED

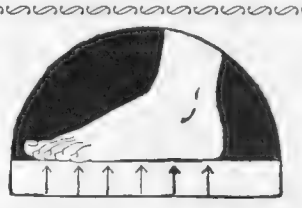
When feet were left *bare*, foot troubles were unknown, because the weight of the body was supported in the way nature intended, by (1) the heel, (2) the ball of the foot, and (3) the outside arch resting on the ground. The sandals and heel-less shoes of the past did not disturb nature's arrangement; but when the modern shoe *with a heel* came into universal use, the slow, unconscious torture of the foot began. The heel and ball of the foot continued to support the weight of the body as before, but the outside arch was lifted from the ground and left with no support but the yielding leather shank of the shoe. In this position it could not possibly do its part in supporting the weight of the body. Slowly but inevitably it weakened and sagged beneath the pressure from above, causing almost all the unnecessary foot troubles that characterise the present age.

¶ THE SELBERITE ARCH PRESERVER SHOE — THE ONLY SHOE THAT KEEPS THE ARCH STRONG & HEALTHY

The Selberite Arch Preserver Shoe is the only shoe upon which you can rely to prevent foot troubles. This is the secret—*Built into the shank of every Selberite Arch Preserver Shoe is a light but immensely strong tempered steel bridge*, which supports the outside arch of the foot just as firmly as if it were resting on the ground. The bones of the foot are thus restored to their natural poise and enabled to carry out their functions without strain. This, together with the famous heel-to-ball system of measurement which the makers of Selberite Arch Preserver Shoes originated, ensures lasting health and comfort for the feet.

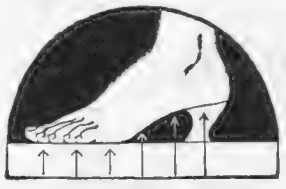
¶ READ A NEW BOOKLET EXPLAINING HOW TO AVOID FOOT TROUBLES AND DESCRIBING THE HEEL-TO-BALL SYSTEM OF MEASUREMENT

This system of measurement is as important to the foot as the metal bridge, and accounts in part for the elegant and smart appearance that distinguishes the Selberite Arch Preserver Shoe. To receive a free booklet containing full particulars, despatch the coupon below.



NATURE intended the weight of your body to be sustained by the heel, the OUTSIDE ARCH, and the ball of the foot—all resting on the ground.

In an ordinary shoe the raised heel thrusts your weight forward on to the OUTSIDE ARCH which hasn't sufficient support to stand the strain.



THE SELBERITE ARCH PRESERVER SHOE, with its built-in bridge, sustains the OUTSIDE ARCH so that the weight of your body is still supported in the natural way.

FILL THIS IN IF YOU VALUE THE HEALTH OF YOUR FEET

WRITE your name and address here, and despatch to the Arch Preserver Shoe Ltd., 6 George Street, Hanover Square, W.1, who will send you the booklet by return, together with the name and address of the nearest agent where the Selberite Arch Preserver Shoes may be seen.

NAME .....
(B.1)

ADDRESS .....

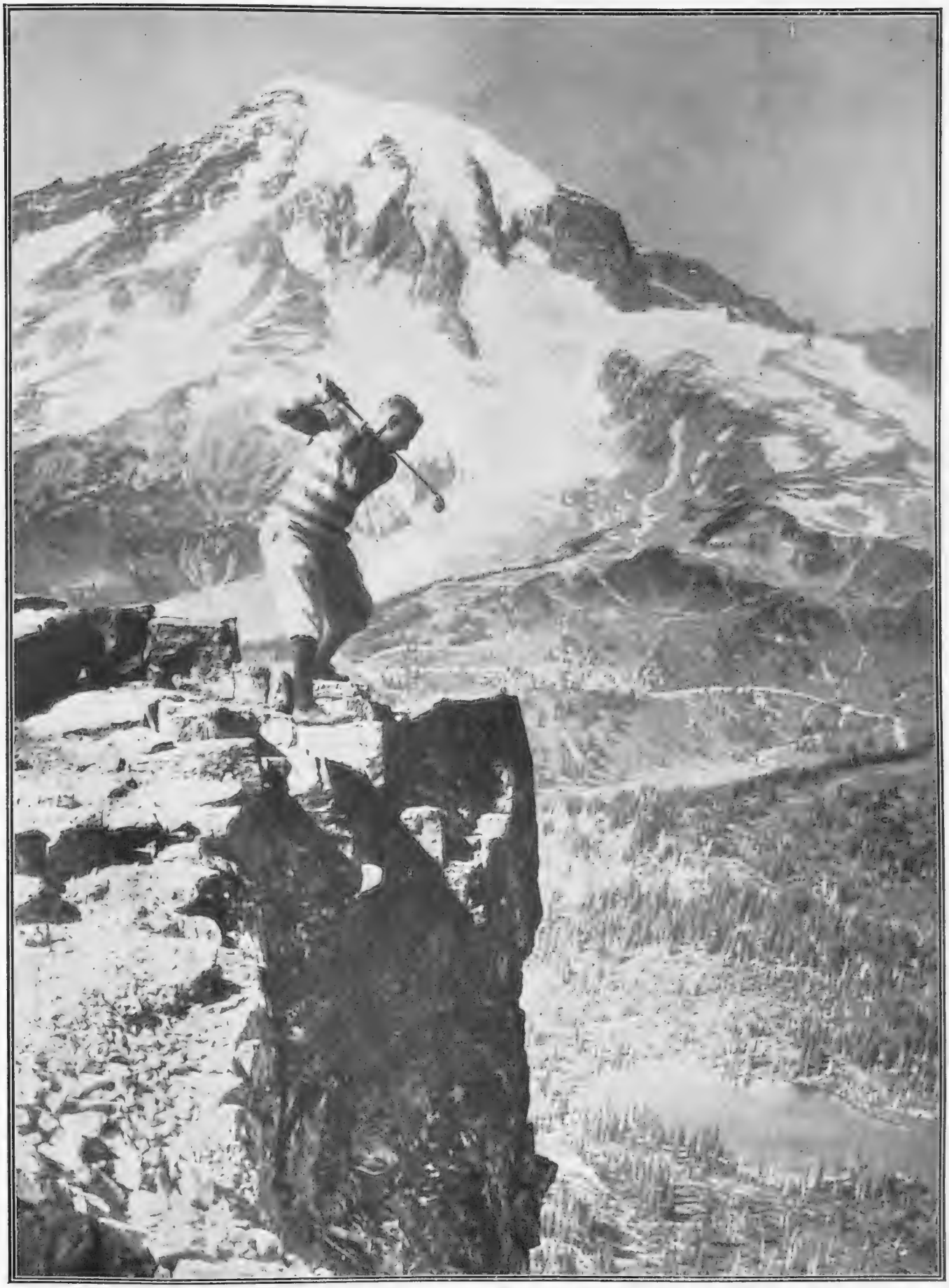
NOTE—If you are responsible for the care of young feet, it is doubly important that you should get this booklet

Selberite *Arch Preserver* Shoes

This symbol exhibited in a shop window indicates an authorised service agent for Arch Preserver Shoes.

Arch Preserver Shoes for men, women and children are designed for both town and country wear.

"This for a One!"



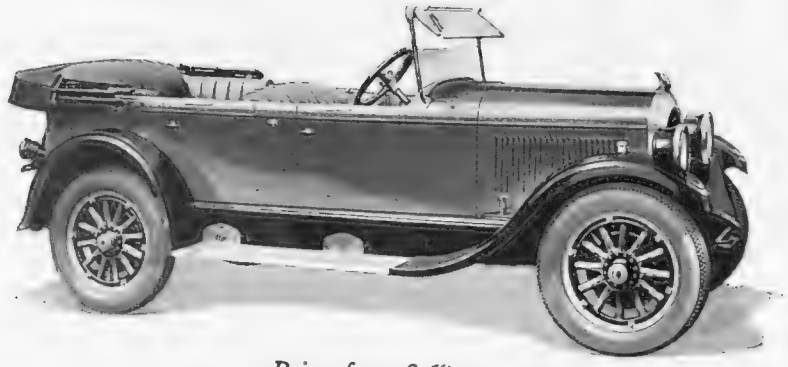
Central Press

Waldo Chamberlain, a Washington University golfer, driving off from the topmost point of Pinnacle Peak in the Ranier National Park at Washington. He played his second from a somewhat lower altitude

Chrysler's Mascot

CHRY SETS THE

Every visitor to the must call at *Stand* self with amazing luxurious and motor



Prices from £468

The first Chrysler Six startled the Experts: the New Six is even finer

Ninety-five per cent. of motorists will find in the new Chrysler Six their ideal car. This and no less has been the aim of its designers.

Every motorist knows the value of power—a big reserve of power for all road emergencies, but no motorist likes long petrol bills. *The new Chrysler Six develops 75 h.p. without an effort (R.A.C. rating 23·44) yet gives over 20 miles to the gallon!*

Safety as well as speed depends largely upon acceleration. Here the Chrysler Six excels—with a swift breath-taking pick-up, better even than formerly, that makes the Chrysler like a live thing to drive. *0 to 40 miles an hour in 10 seconds!*

The smooth running of the Chrysler is already famous. On the new Six it is still further improved. The seven-bearing crankshaft, the new vibration dampener, the perfect balance of all moving parts, make Chrysler running now a marvel of sweetness.

Comfort? Even the minutest alterations have been deemed worth while to make the new Chrysler Six as much a masterpiece of comfort as a masterpiece of mechanical efficiency. The springing, the roomy body and luxurious fittings have all been brought to a degree of perfection never before dreamed of on cars of this class.

And all these amazing achievements are for everyone's benefit, for Chrysler's most astounding feature is the price that brings it within reach of all.

It is safe to say that the new Chrysler Six will be the outstanding sensation not only of the Show week but of whole seasons to come.

Maxwell-Chrysler Motors Ltd., 3 Chrysler Works, Kew Gardens, Surrey

23-75 H.P. British Empire Built

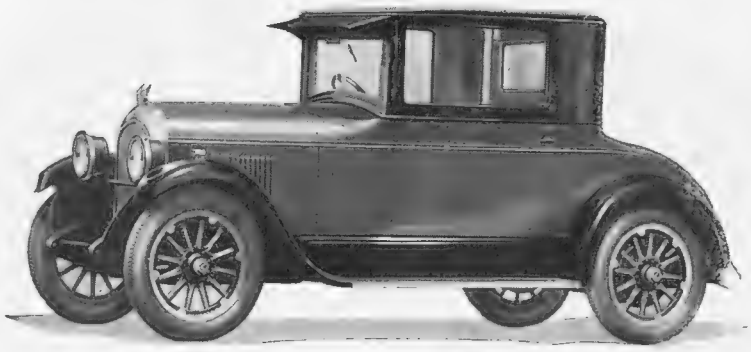
CHRYSLER SIX

S L E R

STANDARD

Chrysler's Mascot

Motor Show this week 223 to acquaint him- new standards of economical travel



Prices from £335

The Superb Chrysler Four marks the summit of Four-Cylinder achievement

The Chrysler Four is doing in its own class what the Chrysler Six is doing among six-cylinder cars. It is creating entirely new standards of road performance, driving ease, comfort and reliability.

It has remained for Chrysler engineers to show the motoring public the full possibilities of four-cylinder cars.

Here, in the Chrysler Four, is precisely the same unimprovable quality of material, precisely the same meticulous care for detail, as in the Chrysler Six. Here, too, is precisely the same outcome—road results which have, among four-cylinder cars, never before been achieved.

The Chrysler Four gives 40 h.p. (R.A.C. rating 20.9) with a flexibility positively marvellous in a four-cylinder engine—yet it gives actually 30 miles to the gallon.

Its acceleration is literally amazing—a flashing get-away that has hitherto been associated only with six-cylinder cars. Chrysler new engineering has achieved it!

Hydraulic four-wheel brakes are fitted—for the first time to any car of this price.

In fact, the Chrysler Four is second only to its big brother, the new Chrysler Six. In its own sphere it offers a similar kind of riding ease and hill-climbing capacity, a similar facility of control.

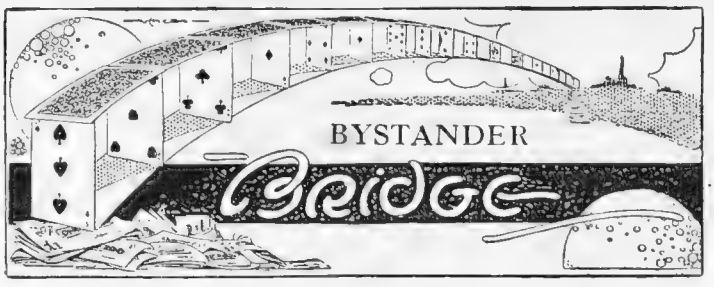
Even in appearance and in comfort it is quite exceptional, setting up a new criterion among "fours."

To all four-cylinder owners the Chrysler opens up a new experience, a new delight. See *this* engineering masterpiece, too, on Stand 223.

Maxwell-Chrysler Motors Ltd., & Chrysler Works, Kew Gardens, Surrey

20-40 H.P. British Empire Built

CHRYSLER FOUR



By A. E. MANNING FOSTER

LITTLE SLIPS

"That the cards never forgive" is a Bridge proverb. It has a large element of truth. At few if any games do little slips and accidents count for so much. I am not now referring to mistakes in bidding and play caused by bad judgment or ignorance, but to those happenings which arise from carelessness or inattention. How fatal they frequently are! At most games one has an opportunity of retrieving. You may foozle a shot at golf and yet not lose your match. You may start badly at billiards and yet emerge triumphantly. You may even make a bad move at chess and it is not necessarily fatal. But at Auction Bridge how often does it occur that one stupid, ridiculous, unaccountable little slip loses you the game and rubber?

The score is game all, and you are playing the hand. You have the game "sitting." But somehow—and you never know how or why—you make some absurd error in play, and the rubber that might have been yours has been missed. Next hand the opponents go game and rubber. And your partner says (consolingly): "The cards never forgive."

. . . . . .

At almost every sitting one notices these little slips. And they occur even amongst regular and experienced players. A slip of the tongue in making a bid may be very expensive.

Here is an actual case. In rubber game Z dealt himself eight Hearts to the quart major. He had only one little Spade. But he bid "Three Spades." The other players passed, and he lost 250 points undoubled. In Hearts he would have gone game and rubber. Now how did this occur? Z's mental process was as follows: "I must make a preemptive bid in Hearts to shut out a Spade call." The thought of the dangerous Spades was uppermost in his mind and inadvertently he bid the Spades.

Insufficient bids are further examples of slips of the tongue which daily occur. Sometimes the declarer is able to "practically amend them in the same breath," and so avoid the penalty. But an unrectified insufficient bid often spells disaster in that it deters partner from making any further bid. Z bid "One No-Trumps"; A "Two Spades"; Y "Two Diamonds." Z had certain game in No-Trumps, but the hand was played in Diamonds as Z was not allowed to bid again, and Y made only four by cards.

. . . . . .

Pulling out a wrong card is another stupid slip to which careless players are prone. It is rather hard on their partners when this proves fatal. Many times have I seen a lead out of turn or from the wrong hand make all the difference between saving and losing a game or rubber. A revoke is a serious offence, and is quite rightly severely penalised. But it may happen to anybody. Even the finest player may revoke. I saw a case recently where the declarer had grand slam in No-Trumps "sitting." But he revoked, even though his partner challenged him. He had placed a small Club amongst his Spades.

The revoke did not merely cost him 100 points for penalties. It cost him the rubber and the scoring of a grand slam. And yet it was merely a foolish slip, not a matter of bad play. In fact he had won the game and rubber before he revoked.

It is the aim of the laws that the punishment should fit the crime. But in a case like this surely the penalty is out of all proportion to the offence. If the player in question had put his cards on the table after the first trick no one could have disputed his claim to a grand slam. Because he chose to play them out and revoked he lost everything to which he was entitled and was fined in addition. It was hard on him but still harder on his partner.

. . . . . .

Realising, I suppose, the infirmities of human nature and these little weaknesses of all of us, the Americans in their new code of laws, which is likely to become effective next January, propose to mitigate considerably the revoke penalty. Declarer will be entitled to score whatever tricks he has made prior to the revoke. The penalty for the first revoke will be two tricks, and for each subsequent revoke one trick, with the proviso that no trick may be taken for a revoke penalty which was won prior to the revoke, but the trick in which the revoke occurred may be claimed. Thus in the case I have mentioned declarer would have been able to score his game and rubber. But he could not have scored grand slam, as two tricks would have been taken from him.

. . . . . .

The ideal plan, no doubt, would be to differentiate between a revoke where the player derives benefit from it and where he loses heavily by it. In the latter case, while he should, of course, be fined, he might be let off more easily. I remember a case where declarer playing a doubled contract revoked. If he had not revoked he would have lost 500 points; through revoking he lost only 100 points. There are numerous occasions where a revoke pays. Undoubtedly the intention of the laws is that it should never pay and should always be severely punished.

But I realise that it would be impossible in practice to frame laws to make distinctions, and on the whole I am not in favour of relaxing the revoke penalties.

In life as in Bridge often we have to pay for our follies, our little slips and carelessnesses quite as dearly as we pay for our deliberate sins and wickedness.

. . . . . .

It is not always so, of course. Sometimes, or for a season, the wicked flourish like a green bay tree. When you are "in luck"—that very elusive factor of which we know nothing—you may be guilty of any amount of little slips. In fact, it is no uncommon occurrence to see a player in lucky vein actually winning more by his errors than he would have done if he had not made them. I saw a player who, twice running, missed a rubber through carelessness. Next hand he ran out with a big honours score, making a grand total for the rubber which far exceeded the amount he would have won but for his slips. This is the exception that proves the rule that the cards never forgive.

CARD-ROOM CHARACTERS

No. III.—N. O. TRUMPER

CAN no more help going "No Trumps" than he can refrain from spilling his cigar ash on the table and puffing his smoke in your face.

His greatest delight seems to be to go three No-Trumps over an original call of three Hearts or Spades, just because "I hadn't a card of your suit in my hand," he'll tell you.

N. O. Trumper believes that his skill at Bridge increases in the same ratio as his corporation; and the fatter he gets in his person the more finesse he thinks he acquires in his Bridge.

If forced by your call to expose his hand as Dummy, apologises for his original call of No-Trumps—"I made a mistake, partner."

If, as sometimes happens, he gets left in with his one No-Trump, seeks to explain his failure to be less than three down by the unfortunate position of the cards—"I had such a wonderful hand, partner."

by John Hart. *Illustrated by* Gordon Jackson

BE SURE YOU SEE

THE NEW DAIMLERS AT OLYMPIA

Your first thought on entering Olympia will be to see the New Daimlers, about which everyone is talking as the most important motoring improvement that has ever been made. They are on view on Stand No. 148 near the middle of the main hall.

16/55

20/70

25/85

35/120

SUMMARY OF PRICES.

CHASSIS.

16/55	20/70	25/85	35/120
£490	625	725	1100

ENCLOSED LANDAULETTES.

Pillar Seats	£1175	1275	1650
Drop Seats	1150	1250	1625

SALOONS.

*£890	1065	1165	1540
715	885	985	1360

OPEN CARS.

*£790	950	1050	1425
650	825	925	1300

*De luxe.

THE CAR UNIQUE

Chassis £1100

N.B.—*The famous "Forty-Five" and "Thirty" are the largest cars in the Daimler range, the chassis design being modelled on that built specially for H.M. The King. 45 hp. £1400; 30 hp. £1050.*

BY APPOINTMENT

THE Daimler CO., LTD., COVENTRY

BY APPOINTMENT

J.A. 432

Power with Beauty *Speed with Grace*

YOUR CAR *for* 1926

ALVIS

GO STRAIGHT TO STAND 101

No finer production than the 1926 ALVIS is to be seen at Olympia. No chassis can show such exquisite engineering skill. No car has sprung so rapidly into public favour. No car has such a wonderful list of successes and achievements behind it. No car can show such excellent value for money.

CHOOSE AN ALVIS

THE ALVIS CAR AND ENGINEERING Co., Ltd., COVENTRY.

London Distributors:
Henlys Ltd., 91 & 155, Gt. Portland St., W.1.

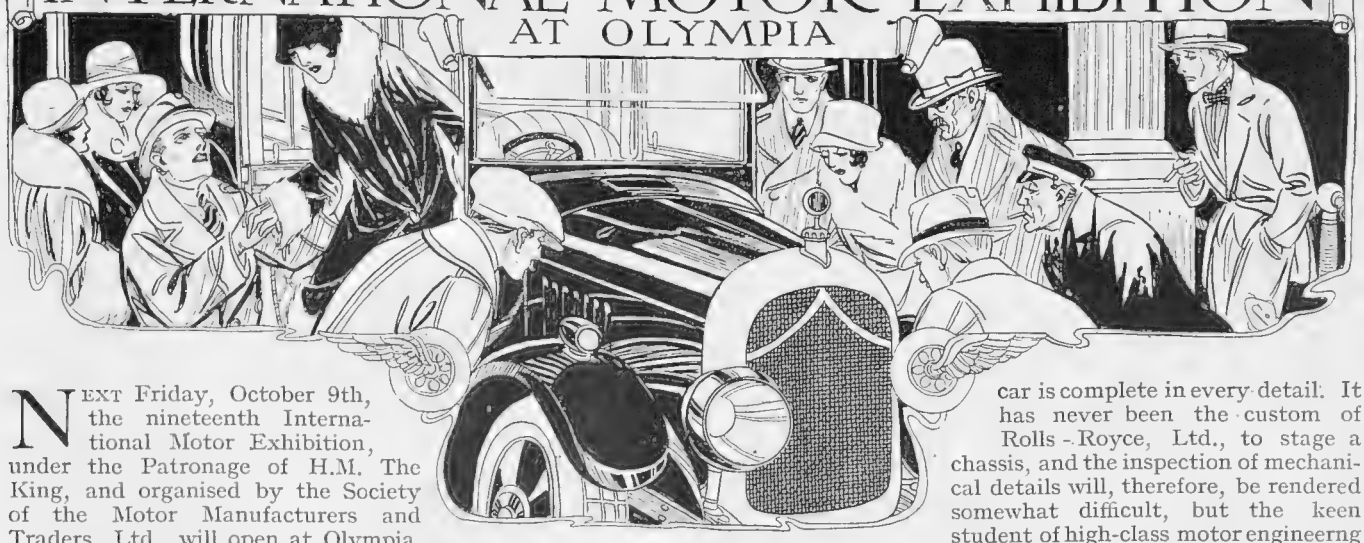
YOUR CAR FOR 1926

ALVIS

STAND 101 OLYMPIA

H.P.

INTERNATIONAL MOTOR EXHIBITION AT OLYMPIA



BY GEORGE C. STEAD

NEXT Friday, October 9th, the nineteenth International Motor Exhibition, under the Patronage of H.M. The King, and organised by the Society of the Motor Manufacturers and Traders, Ltd., will open at Olympia, Hammersmith, at 10 a.m. The Show will remain open each day (with the exception of Sunday) from 10 a.m. to 10 p.m., closing on Saturday, October 17. On Monday, Tuesday, Wednesday, and Thursday the charge for admission will be 5*s.*, while 2*s.* 6*d.* is the fee for admission on Fridays and Saturdays. The number of exhibitors at the moment of writing is over 500, made up as follows: 112 cars, 60 coachwork, 23 tyres and 307 accessory and component exhibits. Notable features of the Show this year will be the increase in popularity of medium-sized six-cylinder engines, the more widespread adoption of four-wheel brakes, and the development of saloon bodies. Below I give a forecast of some of the more interesting exhibits, a feature which I hope to reproduce in next week's BYSTANDER.

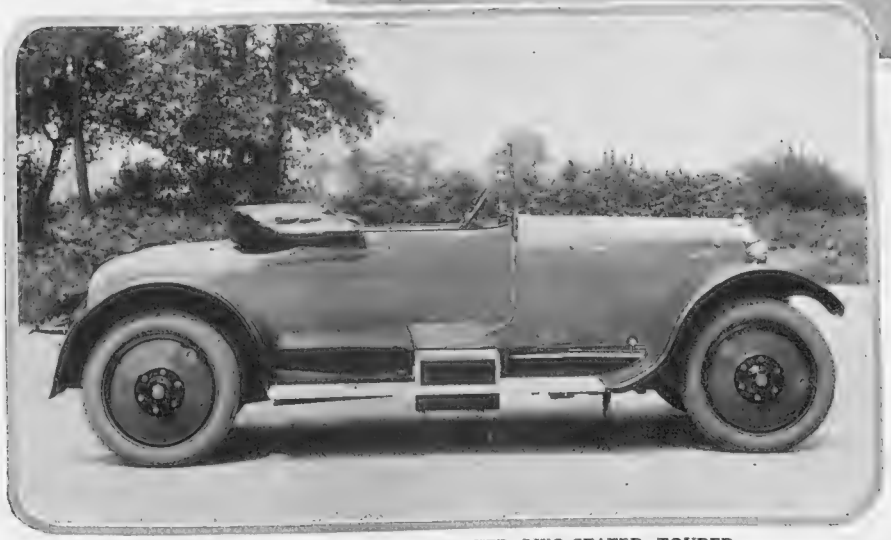
Rolls-Royce, Stand 183

The exhibit of Rolls-Royce cars is of particular interest this year, as the "New Phantom" 40-50 h.p. and the 20 h.p., with right-hand change, will be seen for the first time. Two examples of the 40-50 h.p. "New Phantom," with the Rolls-Royce six brakes system, will be staged, one mounting a luxurious enclosed-drive limousine body by Barker and Co., Ltd., and the other a six-seater enclosed-drive cabriolet body by Hooper and Co., Ltd. The latter is most probably one of the most expensive cars in the Show, costing complete as shown £3,061. The new 20 h.p. Rolls-Royce, which is to be shown, is fitted with four speeds, right-hand change, and the Rolls-Royce six brakes system. It is mounting a six-seater brougham limousine body by Windovers, Ltd. The equipment of this car is complete in every detail. It has never been the custom of Rolls-Royce, Ltd., to stage a chassis, and the inspection of mechanical details will, therefore, be rendered somewhat difficult, but the keen student of high-class motor engineerng should make a special study of the engines.

Lanchester, Stand 111

One of the most attractive Stands at the Show will be that occupied by the Lanchester Motor Co., Ltd. It is well known that this firm concentrate on the manufacture of two models only, a large car of 40 h.p. and a smaller one of 21 h.p. Three examples will be seen, one 40 h.p. and two 21 h.p. models. The "Forty" carries a magnificent V-fronted limousine, painted pale grey with black mudguards and chassis. It has seating accommodation for seven, including the driver, while the driving compartment is enclosed. The lamps and all metal fittings are electro silver-plated, while all the windows and the wind-screen are of Triplex safety glass. On one of the 21 h.p. chassis will be seen a most attractive two-seater sports body modelled on the lines of a yacht. This is a beautiful car in ivory white and brown, and gives an impression of speed which in no way belies the very solid comfort provided. The other 21 h.p. model to be exhibited is of sombre and more dignified appearance. It is an enclosed-drive limousine by Hooper and Co., Ltd., painted dark blue to the waist-line, the body mouldings being relieved by a fine white line.

AN INDIAN MAHARAJAH'S FLEET OF ROLLS-ROYCE CARS



A 21 H.P. 6 CYLINDER LANCHESTER TWO-SEATER TOURER

A BEAN "FOURTEEN" SALOON ON BROCTON HALL GOLF COURSE

Bean, Stand 100 Three examples of the 12 h.p. Bean and two of the 14 h.p. model will be seen on Stand No. 100, an easy number to remember. The Bean has firmly established its reputation as one of the most reliable and solidly-built cars, suitable in every way for the owner-driver, whether with closed or open body. The 12 h.p. two-seater at £298 represents extremely good value, the car having four-cylinders, four-speeds, and four-wheel brakes. For 1926 a saloon body model may be obtained priced at £375, the chassis having shown that it possesses sufficient reserve of power to cope with the extra weight and wind resistance of the closed body. The 14 h.p. Dudley type saloon, finished in crimson lake and upholstered in Bedford cloth, represents extremely good value at £450. The makers saw their way recently to reduce the price of this model very considerably, and at its present figure it would be difficult to imagine a medium-powered, all-enclosed car which is more comfortable and reliable.

Vauxhall, Stand 135 There are few cars which attained such instant popularity as the 14-40 h.p. Vauxhall did on introduction. For 1926 Vauxhall Motors, Ltd. are introducing another model which should attract even wider interest. It positively bristles with novelties and innovations, and takes the form of a 25-70 h.p. chassis fitted with a single sleeve-valve six-cylinder engine. Other notable features of this car, of which a polished chassis will be shown, is the Vauxhall patent hydraulic braking system with automatic adjustment. Pressure on the brake pedal forces oil through flexible pipes to the brake gear on the front wheels and to a contracting brake on the propeller-shaft. Another innovation on this chassis is the fact that it has no spring shackles, self-lubricating rollers taking their place. The other Vauxhall exhibits will consist of two examples of the 14-40 h.p., one of the 23-60 h.p., and an enclosed limousine body, mounted on the new six-cylinder chassis. It is difficult to decide which will be the more popular of the 14-40 h.p. models, one being the "Princeton" five-seater touring car, and the other the "Bedford" saloon to seat five.

Daimler, Stand 148 The space available on this Stand limits the Daimler Co., Ltd., to five models. Four of them constitute the new Daimler series, namely, 35-120, 25-85, 20-70, and 16-55. The other will be the well-known Daimler Thirty, which on the present occasion will also have to be representative of the equally well-known Forty-Five, for which there is no room. The somewhat smaller and lighter landaulettes associated with the new Daimler series have drop seats or pillar seats as required. The enclosed landaulette has become the vogue in this class of carriage owing to the fact that it permits the owner, whose position demands that he should use a chauffeur-driven car, to enjoy a turn at the wheel occasionally when touring. It is interesting to note that all the Daimler exhibits will be of the closed type, consisting of three enclosed landaulettes and two saloons *de luxe*. For the owner who habitually drives himself a saloon is a more sociable and compact car than the landaulette. As a type it is rapidly increasing in popularity because it is undoubtedly the most practical carriage for the English climate. The new series of Daimlers mark a notable advance on those hitherto manufactured, in that the sleeve-valve engines are now fitted with light steel sleeves, whereby higher engine speeds can be attained, resulting in considerably increased power.

A DAIMLER "THIRTY" SUPPLIED TO H.M. THE QUEEN OF SPAIN, WITH COACHWORK BY MESSRS. HOOPER AND CO., LTD., AND FITTED THROUGHOUT WITH TRIPLEX SAFETY GLASS

A 14-40 H.P. VAUXHALL "PRINCETON" FIVE-SEATER TOURING CAR

A 19.6 H.P. CROSSLEY IN THE NEW AVRO AERODROME AT WOODFORD, CHESHIRE

Crossley, Stand 139

Interest on the Crossley Stand will certainly centre on the polished chassis of the new 18-50 h.p. six-cylinder model, which has just been introduced. This chassis represents the very latest in automobile engineering in this country. Particular points to notice are the valve operating gear, the tandem drive for the dynamo, and magneto, whereby the latter, if necessary, may be substituted for the former, the sturdy four-wheel braking system and the general accessibility of the engine. Three examples of the 14 h.p. chassis will be seen mounting respectively a touring car, a four-door coach, and a saloon body. The coach is a new introduction for 1926, and combines comfort with lightness and silence. The saloon, with four-doors, can carry four or five passengers. The equipment is most complete, while the price is £550 for the car as exhibited. There will also be seen a luxurious saloon limousine body mounted on the 19·6 chassis. Space does not permit of the inclusion of the fourth of the Crossley range, the 20-70 h.p. Sports model.

Rover, Stand 107

Examples of both the 9-20 h.p. and the 14-45 h.p. Rovers will be seen on this Stand. The makers intend to show three examples of the larger car and three of the smaller. It will be remembered that the 14-45 h.p. created a great sensation on the occasion of its introduction at the last exhibition, notable features being the unique valve gear of the engine, the automatic lubrication of the engine, clutch, gear-box, and steering gear, and the novel type of four-wheel braking system. The chassis has overcome its slight infantile ailments and is now one of the sweetest running and most reliable four-cylinders cars made. In each type of Rover there will be one entirely new model, a sports model 14-45 h.p., and a Super 9-20 h.p. On the 14-45 h.p. the braking system has been modified slightly. The brakes now are equally powerful forwards and backwards, and a lighter pedal pressure is required for full application. A standard type of hand-brake lever is fitted. The 9-20 h.p. has required very little alteration. The bodywork, however, has been greatly improved, the four-seater having four doors and adjustable seats, and the two-seaters two-door bodies and roomy dickies. The new "Super" model has a redesigned chassis with a wider frame, a longer wheel-base, semi-elliptic springs, and four-wheel brakes.

Morris, Stand 184

It is quite safe to say, even at this short time before the opening of the Show, that if anyone not possessed of a catalogue wishes to find the stand occupied by Morris Motors, Ltd. he should make for the biggest crowd which he can find in the Show. This has always been the case ever since the extraordinarily low-priced Morris cars have been exhibited. This year it will be even easier to find the Morris stand as it is next door to that of Rolls-Royce, to which all good motorists go. This year Mr. Morris is exhibiting three examples of the Morris-Cowley and two of the Morris-Oxford. The Cowley appears in chassis form, as a two-seater and as a saloon, while the Oxford is shown as a four-seater and a saloon, all exhibits being fitted with four-wheel brakes. It is notable that the most expensive car on this stand costs only £350, this including a year's insurance. I understand that Morris Motors, Ltd.,

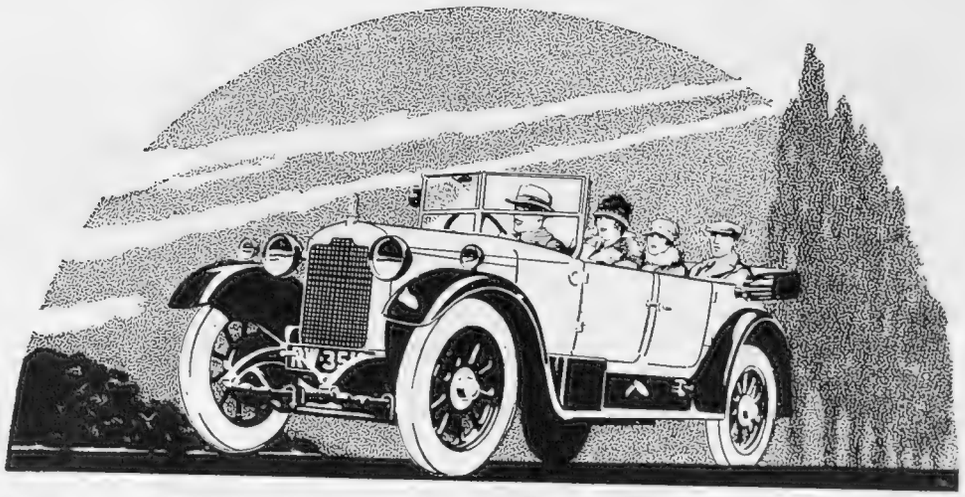
(Continued on page 85)

A FOUR-SEATER MORRIS-COWLEY FITTED WITH FOUR-WHEEL BRAKES

A 14-45 H.P. ROVER WITH WEYMANN TYPE SALOON

ROVER SET THE FASHION TO THE WORLD

The 14/45 h.p.
ROVER
"Sweet running as a perfect 'Six"



If you want your new car to combine the Smoothness and Silence of a powerful six-cylinder with the running cost of a medium powered "four" you should visit the Motor Show and inspect

STAND No. 107

(In Main Hall near junction with New Hall.)

Here you will find the 14/45 h.p Rover — the "four" that runs like a perfect "six"; that has been brought by ceaseless research and experiment to a wonderful degree of perfection. 1926 will be a Rover year—you will understand why if you will examine and try the car that made 50 consecutive climbs of Bulch-y-Groes

Sturdy as an old sea-rover

Four-cylinder overhead valve engine, pressure lubrication to *every* bearing. Automatic lubrication of clutch and gearbox. R.A.C. rating 13.9 h.p.—power developed over 45 h.p. Four speeds. Four wheel brakes with unique anti-skidding device. Adjustable driving seat. Very roomy body luxuriously upholstered and perfectly sprung. Lavish equipment and superb finish. Models: 2/3-Seater, £550; 5-Seater, £560; Coupe, £660; Saloon (Weymann Type), £660; Saloon (coachbuilt), £760.

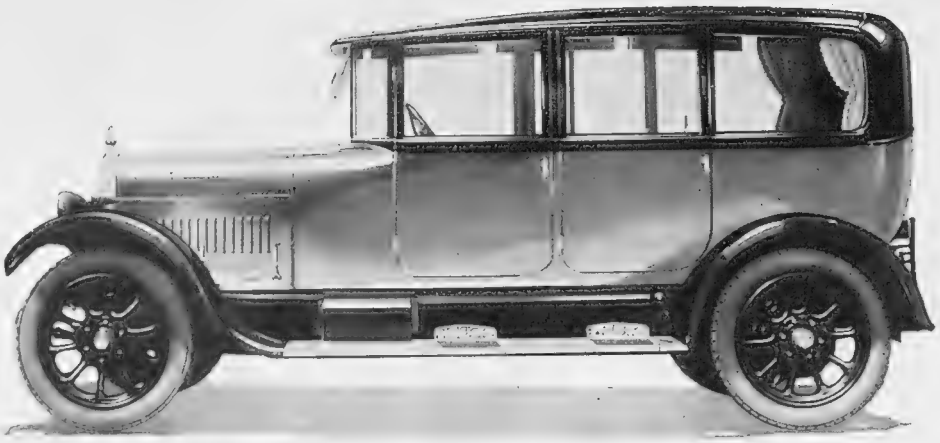
ROVER

THE ROVER COMPANY LTD.
61, NEW BOND STREET, W.1
Works - - COVENTRY

ROVER IS BRITISH ALL THROUGH

for next season are concentrating on closed models to a very large degree, as they have abundant evidence that this type of car is becoming increasingly popular in this country.

Arrol-Johnston, Stand 177 The Arrol-Johnston exhibit this year is chiefly noticeable for the first appearance of the new "Dominion" model. This new series of cars is distinguished by an extremely well-designed overhead valve-engine. This engine, the makers assure me, is not only absolutely silent and vibrationless at all speeds, but affords particularly good acceleration. Two "Dominion" models are being exhibited at Olympia. The first mounts an open flush-sided touring body to accommodate five persons including the driver, and has an adjustable front seat and four wide doors. The weather equipment is especially worthy of note, the side panels opening with the doors. The price of this car, with four-wheel brakes, is £385. A similar chassis will be shown mounting a roomy coach-built saloon body to seat five, and having four doors. The price of this car with four-wheel brakes is £485. Another model, manufactured by the same makers, is that known as the "Empire," which is particularly suitable for over-seas work. Since its introduction a few years ago testimony has reached the makers from all parts of the globe concerning its reliability and its way of pulling through when up to the hubs in mud or sand. This car can be obtained either with an open touring body at £510 or with a saloon body at £640, both with front-wheel brakes.



AN "EMPIRE" ARROL-JOHNSTON WITH A SALOON BODY

Alvis, Stand 101 The makers of the Alvis intend to show six examples of their 12-50 h.p. 1926 model. The mechanical details of this most successful car can be seen from the chassis which will be staged. For 1926 the Alvis has an overhead valve-engine, and four-wheel brakes as standard. The frame has been entirely re-designed chiefly for the purpose of giving more adequate support to the coachwork. The sub-frame has been eliminated, and the engine and gear-box are now carried on extensions of the main frame. The engine and gear-box are mounted on the frame by means of vibration absorbers of compressed rubber. Although the bore of the engine has been increased no alteration has been made in the amount of the annual tax payable. The four-wheel braking system has been perfected, and a centralised pull has been arranged so that there shall be no risk of locking any one wheel due to an unequal twist in the operating shafts. The 12-50 h.p. Alvis chassis will be shown mounting a 2-3 seater *de luxe* body, a 4-5 seater *de luxe* body, a four-seater four-door saloon, a 2-3 seater 3/4-coupé, and a four-seater sports body. I am informed that the standard four-seater on test easily does from six to sixty-six miles per hour on top gear, and is so flexible that gear changing is very rarely required. From my short test on one of the new models I can quite believe that this is the case.

A 12-50 H.P. ALVIS WITH SALOON BODY

Maxwell Chrysler, tand 223 Ever since the new Chrysler Four was announced the public has been very anxious to inspect it. Much of this interest has been caused by the extraordinarily good performance of the Chrysler Six. On the stand of Maxwell-Chrysler Motors, Ltd., the opportunity will occur for an examination of the new car, an example of the *De Luxe* touring car being exhibited. Three examples of the Chrysler Six are also to be shown. This is now rated at 23-75 h.p. and is available at a lower price than its predecessor. The actual improvements consist of an increase in the engine efficiency by 10 per cent., making still more swift and responsive the acceleration which has been one of the Chrysler's most notable features. Engine improvements have resulted in still smoother running whatever the speed of the car. A new and simpler type of clutch is employed, a larger gear-box, and a longer gear-lever. The lubrication has been improved in important ways, the cooling area of the cylinders is greater, the hand-brake is improved, and the steering (always a problem where balloon tyres are used) has received very close attention. It will be possible to see all the details of the Six on the specially sectioned polished exhibition chassis.

THE 23-75 H.P. TWO-SEATER CHRYSLER "SIX"

Sunbeam, Stand 110 There will be much to interest the keen student of motor-car engineering on the Sunbeam stand. Although only four

A 20-60 H.P. SUNBEAM IN FAWSLEY PARK, NORTHAMPTON

cars will be shown, each one will represent an absolutely distinct type. The smallest is the 14-40 h.p. four-cylinder touring car, with three speeds and reverse, and four-wheel brakes. This represents the medium-powered touring car which is so popular nowadays. Next, there is an enclosed limousine mounted on the 20-60 h.p. six-cylinder chassis. This car, though economical both in tax and running costs, has ample power for the largest closed bodies. It is one of the sweetest and most refined carriages on the road. A third type is represented by the three-litre six-cylinder super-sports car, probably one of the fastest cars of its size on the road. Largest of the series is the new 30-90 h.p. eight-cylinder chassis mounting an enclosed limousine body. This car has eight cylinders in line, overhead valves, four-wheel brakes operated on the servo principle, etc. It will be observed that all the models in the Sunbeam range are fitted with four-wheel brakes.

Lodge Plugs, Stand 434

Apart from the developments which are continually taking place as regards special racing types of sparking plugs, the Lodge range of plugs remains substantially the same although, naturally, the various models are constantly being improved. This range comprises the well-known standard model, the latest sports model for the high-efficiency high-speed engine, models with special threads to suit all the various American engines, and the Lodge priming plug, which is such a boon to the private owner of a car the engine of which is difficult to start.

Lancia, Stand 72

Since its inception, the Lancia "Lambda" has gained for itself a unique reputation for power, speed, and economy, possessing as it does exceptional features in regard to chassis design, springing, braking, and appearance. Four examples of the 14-60 h.p. four-cylinder "Lambda" will be exhibited, and perhaps the most interesting of these will be the new six-seater torpedo body, with hood and screen and rigid side curtains. Low-pressure tyres are fitted to this car, which sells, complete, for £700. The torpedo car shown is similar to the six-seater, but is constructed as a four-seater with luggage accommodation in lieu of the two extra seats. The Pullman Saloon car is similar to the six-seater, but has a detachable saloon top whereby the car can be used as a closed car or as an open car with hood, screen, etc.

A 14-60 H.P. LANCIA "LAMBDA" FITTED WITH A SALOON BODY

The exhibit is completed by the speed model torpedo two-seater, priced, complete as shown, at £625. The Lancia saloon is one of the best dual-purpose bodies to be seen in the Show.

Citroën, Stand 29

The Citroën exhibit is always of interest, and the five examples which will be shown this year should attract at least as much attention as has hitherto been meted out to this popular make. Two examples of the 7.5 h.p. models will be shown, and three of the 11.4 h.p. An entirely new model will make its appearance, this being the 11.4 h.p. three-seater coupé with folding head, priced at £275. This car comfortably seats three under the folding head, and has a large luggage boot at the back. Particular interest will be taken in the all-steel saloon on the 11.4 h.p. chassis. This was first introduced to this country last year, and its unique feature is that the body is composed of steel panels electrically welded together, thus forming a very light jointless construction. This all-steel coachwork gives greater visibility because of the narrowness of the doors and window posts, ensures freedom from rattle, because there is no body assembling or jointings, is fire-proof, and has the added advantage that it withstands shocks which might cause wooden coachwork to splinter. The 11.4 h.p. chassis is also shown with the English four-seater body, priced at £210.

Pratts, Stand 299

A notable feature on the stand of the Anglo-American Oil Co., Ltd., the distributors of the popular Pratt's motor spirit, will be the familiar "Golden Pump." One or two interesting features about this pump are worth mentioning. Firstly, I am assured that it is an exceptionally accurate measure, both the one-gallon and five-gallon models being reliable to deliver the exact amount of spirit wanted. On all pumps that are filled, sealed and watched by the distributors, a guarantee is prominently displayed which safeguards the public against inferior spirit being supplied. Another interesting device is the Anglo's Depth O'Meter, an ingenious and simple device which enables the owner of a golden pump to say exactly how much spirit is contained in the underground tank. Various types of the golden pump are manufactured.

(Continued on page 89.)

MLLE. ALICE DELYSIA BESIDE HER 11·4 H.P. CITROËN LANDAULETTE

A "Fine" Cheek

BY RIDGEWELL

THE OPTIMIST: "Got a pencil about yer?"

MORRIS

OXFORD & COWLEY SALOON CARS

FOR the 1925-26 season Morris Motors Ltd. are specialising in a complete range of enclosed cars.

These combine luxury with economy to a degree that has hitherto never been approached.

All Morris Enclosed Cars have four wheel brakes, automatic window winders and roof parcel-nets as well as the usual Morris full chassis equipment. They are insured for one full year at their catalogue prices.

The prices range from £195 for the Morris-Cowley Three-quarter Coupé to £350 for the luxurious Morris-Oxford Saloon.

On all models Dunlop Reinforced Balloon Tyres are fitted.

The Morris-Oxford models can be obtained in the choice of four colours and are equipped with the Barker Head-Lamp Dipping Device and Thermostatic control of engine temperature.

Morris Enclosed Cars command the attention of every discriminating motorist.

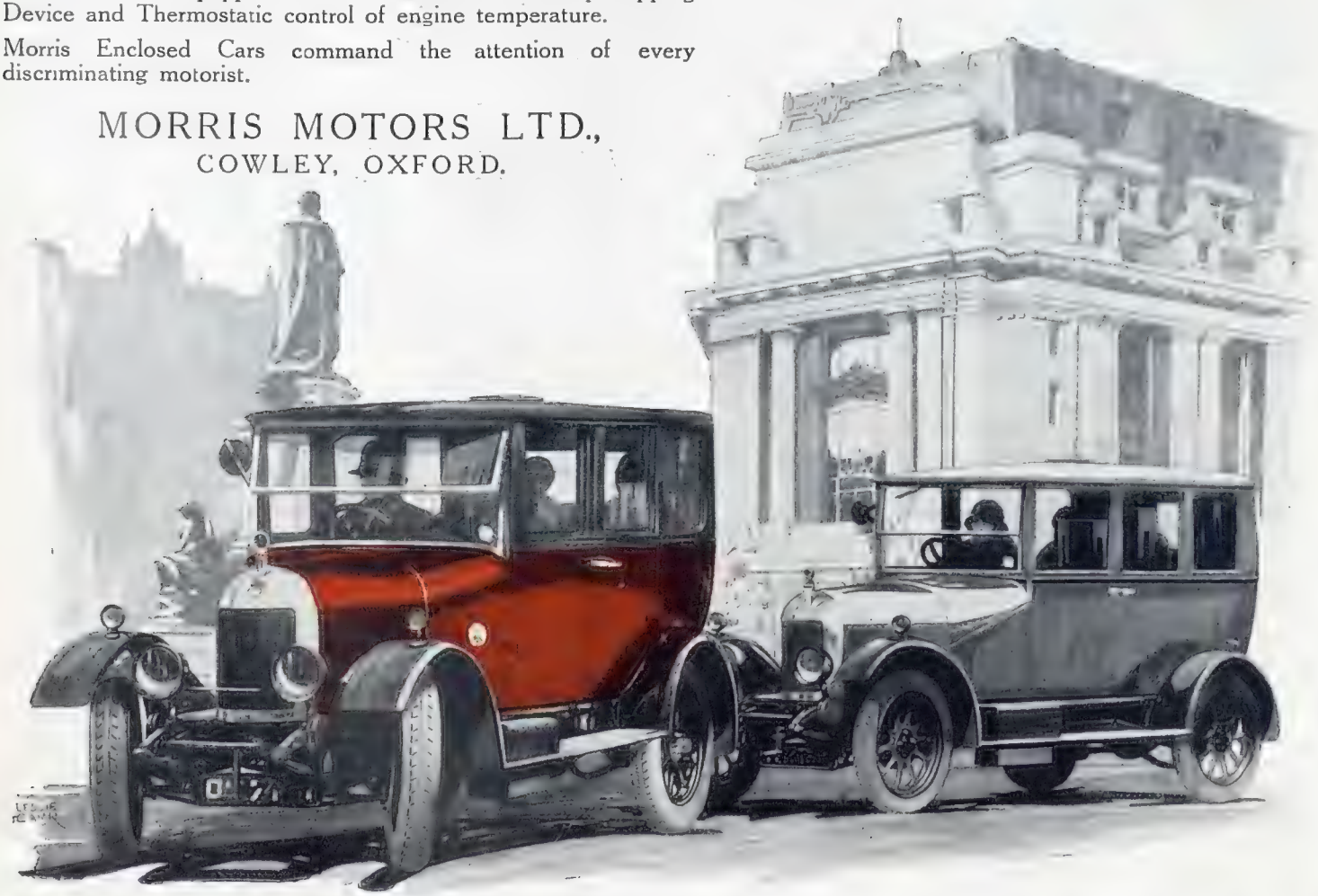
MORRIS MOTORS LTD.,
COWLEY, OXFORD.

STAND No. 184 OLYMPIA

October 9th to 17th

buy British—
and be Proud of it.

REMEMBER
MORRIS PRICES
INCLUDE A
YEAR'S INSURANCE.



A ROW OF STAR CARS PHOTOGRAPHED AT A RECENT MEET OF FOXHOUNDS

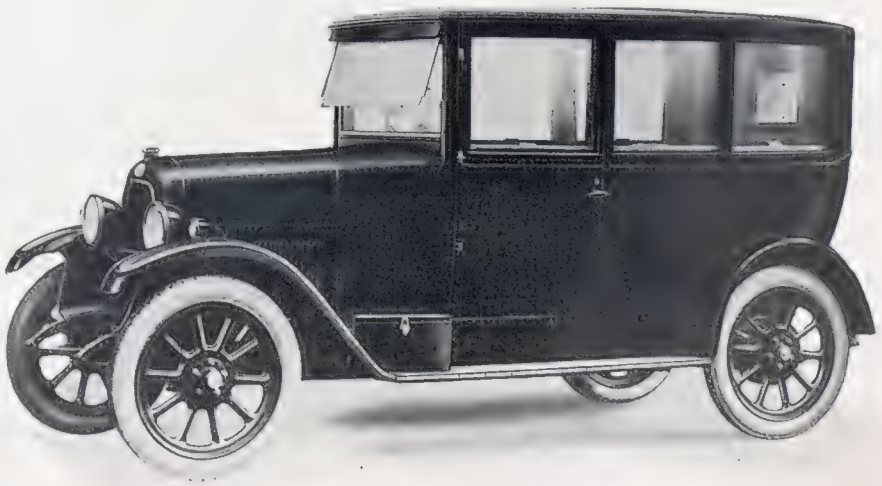
Star, Stand 136 For the forthcoming season the Star Engineering Co., Ltd., are introducing two new models, a 14-40 h.p. four-cylinder and a 20-60 h.p. six-cylinder, both with overhead valves. The former will not be seen at Olympia, but the latter will be shown both as a chassis and as a saloon car. The makers are also continuing the production of the four car models which have proved satisfactory during the past season, namely, the 12-25 h.p., the 12-40 h.p. O.H.V., the 14-30 h.p., and the 20-50 h.p. (six-cylinder). Six of the Star productions will be seen on their stand, ranging from the 12-25 h.p. four-seater, complete at £365, to the 20-60 h.p. six-cylinder with a four-door saloon body, priced complete at £950. It is interesting to note that this most attractive closed body is also manufactured by the makers of the chassis. The new models are designed according to the very latest ideas. The cylinders are cast in a single block with a detachable head which carries the overhead valves.

Fiat, Stand 185 The Fiat exhibit this year will be chiefly notable for the first appearance of a new 7 h.p. model, known as No. 509. It has a four-cylinder engine of a Treasury rating of 8 h.p., overhead valves, thermo-syphon water circulation, forced lubrication, magneto ignition, a petrol tank with a reserve supply, three-speeds with central change, a single dry-plate clutch, bevel-drive, and internal expanding brakes on all four wheels, those acting on the front being of the servo type. The price of the chassis with electric lighting and starting is £185. An impression of the complete car may be obtained from the coupé to be shown. This seats two persons at the front and one in the dickey. With leather upholstery the price of this car is £315. The famous 4-5 seater Fiat saloon will be shown on the 10-15 h.p. chassis priced at £375, plus £15 extra for front-wheel brakes. The exhibit is completed by two examples of the 40 h.p. six-cylinder model, which I know from actual experience to be an exceedingly fast car with a heavy closed body. It will be shown with an interior drive saloon body, seating 6-7 persons, and also with a semi-sports touring body, seating five persons, mounted on a short chassis. This car has a six-cylinder engine, with overhead-valves, four-speeds, and a servo-motor operated four-wheel braking system.

A BUICK TOURING MODEL

Buick, Stand 38 Four models of the 1926 Buick six-cylinder will be seen on this Stand. The exhibit is made up of the two-door Dominion saloon at £495, the Majestic tourer at £399, and the Country Club roadster at the same price, all mounted on the short 20-58 h.p. chassis. There will also be shown a Pullman limousine at £795, mounted on the long 25-75 h.p. chassis. The new chassis have an improved type of clutch, a new lighting and starting system, an air cleaner, an oil filter, and a new type of petrol filter. The lubrication filter is of interest in that the engine oil is made to pass through grids between which is packed a special fabric.

C.A.V., Stand 432 With the imminent approach of foggy nights and colder weather the new C.A.V. safety anti-dazzle and fog lamp for fitting underneath the chassis, and the new C.A.V. electric foot-warmer, which I understand takes no more current than one head-lamp, will be of topical interest. C. A. Vandervell and Co., Ltd., will have a full range of their various electrical productions, including their dynamos, starters, switchboard controls, road lamps, lamp bulbs and acccessories, including their famous batteries which incorporates the patent threaded rubber plate insulation. Certain modifications for 1926 have been introduced into their road lamps, such as detachable fronts, concealed wiring, and quick focus features.

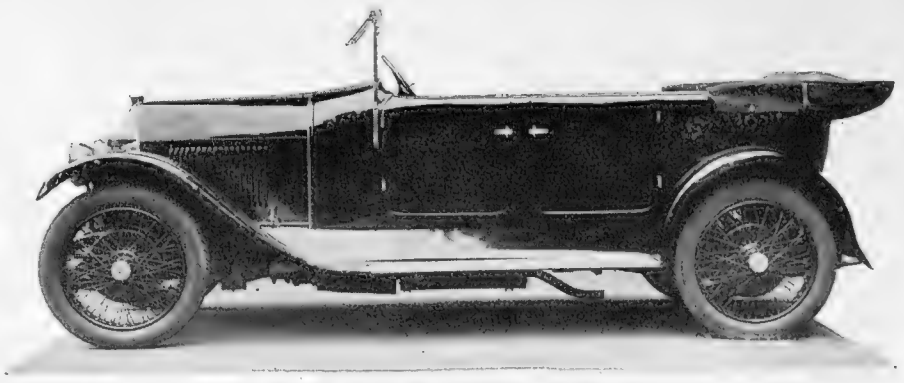


THE POPULAR 10-15 H.P. FIAT 4-5 SEATER SALOON

Unic, Stand 210

The exhibits of Unic Motors, Ltd., will include the new 12-23 h.p. car, which has just been introduced. One example will be shown mounting an all-British saloon body. The new car has a four-cylinder engine with detachable head, and just comes into the two-litre class. Cooling is by thermo-syphon, while the fan and dynamo are mounted on the same shaft and driven by belt. Unit construction is employed, a dry disc-clutch transmitting the drive to a four-speed gear-box. The braking system is interesting. Drums are fitted on all four wheels and also on the propeller-shaft. The pedal operates the propeller-shaft brake simultaneously with those on the front wheels, while the hand-lever operates the rear wheel brakes only. An interesting feature is the incorporation of an engine-driven tyre pump in the gear-box, a system of piping being provided to take the air to the point where it is required. I understand that the saloon model has a petrol consumption of 25-30 m.p.g., and a speed of 45-50 m.p.h. Unics have a remarkable reputation of longevity, and it is reasonable to suppose that the new model will possess its desirable attribute.

A 12-23 H.P. UNIC WITH ALL BRITISH SALOON BODY



A NEW HOTCHKISS TOURING MODEL

Hotchkiss, Stand 188

Four complete cars and one Hotchkiss chassis will be exhibited by the London and Parisian Motor Co., Ltd., who control the destinies of Hotchkiss in this country. The model shown is the new 15.9 h.p. four-cylinder car. This new chassis is fitted with an overhead-valve engine, and embodies the most forward principles of automobile engineering. The engine has a thermo-syphon water circulation, while the mixture is drawn from a Zenith triple diffuser carburetter. The Hotchkiss patent internal expanding brakes are fitted on all four wheels. The price of the chassis is £395. The complete cars are made up of a sporting four-seater tourer, a five-seater normal tourer, a four-door salcon body and a saloon body of the Weymann type.

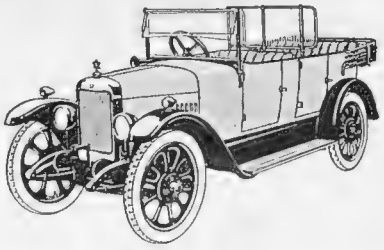
Wolseley, Stand 138

The Wolseley exhibit will be most representative. It is made up of an 11-22 h.p. four-seater at £235, an 11-22 h.p. two-

(Continued on page 93).

Kennington Service.

FROM £365



WHICH IS THE CHEAPEST CAR?

When comparing prices, study quality, durability, reliability, costs of running and general upkeep, and you will find STAR cars the truest form of economy.

The STAR quickly saves you the price of a mass-produced "bargain."

SEE THE NEW MODELS AT THE MOTOR SHOW

STAND 136

STAR

Proves that quality pays.

THE STAR ENGINEERING CO., LTD., WOLVERHAMPTON

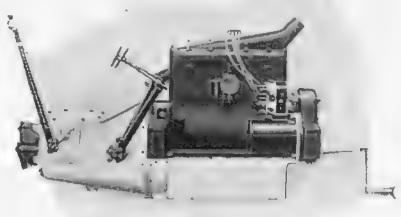
London Depot: - - 24, LONG ACRE, W.C.2

A NEW SWIFT!

THE 12/35 H.P.

SWIFT

is right-up-to-the-minute in Design and Performance. It is the only car in its class that can boast a 25 years' reputation for Reliability. That is the quality that had to come first. To it has now been added an exceptional turn of speed and surprising hill-climbing powers. Road safety is assured by four-wheel braking; comfort by genuinely de luxe bodywork and balloon tyres. No car is allowed to leave the works for delivery until it has been completely road-tested, and until its engine has been shown to deliver just three times its rated horse-power. The standard Swift five-seater at £375 is actually a good deal faster than many so-called "sports models" of similar capacity.



The 12-35 h.p. SWIFT Unit Construction Engine and Gear-box.

1926 PRICES:

10 h.p. 2-3 seater	£235
10 h.p. 4 seater	£235
12-35 h.p. 2-3 seater	£375
12-35 h.p. 5 seater	£375
12-35 h.p. 4-door Saloon ..	£475

Manufacturers:
SWIFT OF COVENTRY LTD., COVENTRY.

London Showrooms, Repair & Service Depot: 134-5, Long Acre, W.C. 2. *(One min. from Leicester Sq. Tube Station)*

OLYMPIA STAND No. 149

FIAT

The Car of International Reputation.

value is intrinsic not superficial.

All possible care is taken to ensure that each car worthily upholds FIAT great reputation for reliability, advance design, durability and low maintenance costs.

Representative examples of the 1925-6 Season Cars, including the New 7 h.p., & de Luxe Coachwork will be exhibited on STAND No. 185 OLYMPIA.

RANGE OF MODELS COMPRISE: — 7 h.p.; 10/15 h.p.; 15/20 h.p.; 20/30 h.p. (6 cyl.); 40 h.p. (6 cyl.).
— Front Wheel Brakes. —

Standard equipment for every touring car and chassis, except the Popular model, includes: Electric lighting set and starter, 5 lamps, clock, speedometer, spare wheel and 5 Tyres. Any type of coachwork supplied.

WARNING.—With every Fiat Car a full guarantee is issued by this Company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

Gradual Payments arranged. Special Booklet post free on request.

Registered Offices & Showrooms: 43-44, Albemarle St., London, W1

Telephone: - Gerrard 7946 (4 lines).
Wires: - "Fiatism, Piccy, London."
Works: - Wembley, Middlesex

FIAT (England) LIMITED.

Stand 215

Olympia.

ABRIDGED PRICE LIST

10/20 h.p. Model.

4-seater Tourer	£295
De Luxe H.H.H. Tourer	£350
Special H.H.H. Coupé ...	£395
Fabric Saloon	£375

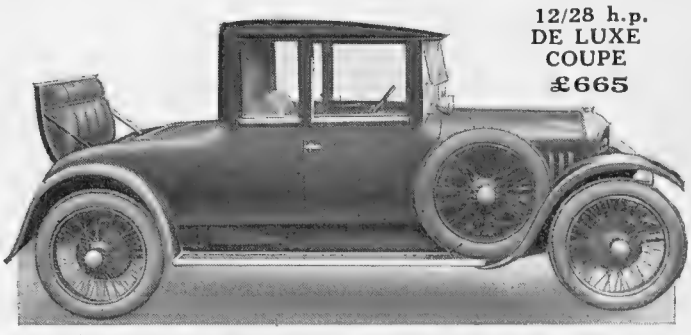
12/28 h.p. Model.

4/5-seater all-weather Torpedo	£475
4/5-seater 4-door Saloon ...	£595
Limousine Coupé-de-Ville	£595
Wood Pillar Coupé ...	£665

15/43 h.p. Model.

4/5-seater all-weather Torpedo	£650
4/5-seater 4-door Saloon ...	£725
Wood Pillar Coupé ...	£770
All-enclosed Coupé ...	£805

TRIAL RUNS WITHOUT OBLIGATION



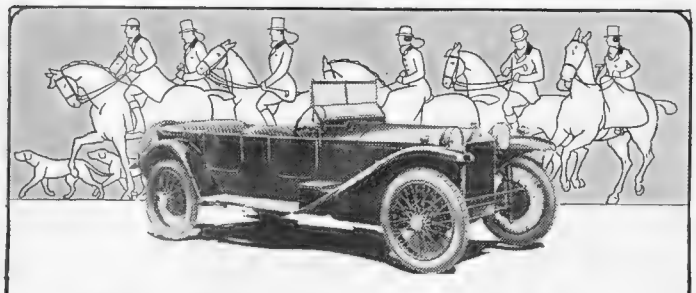
12/28 h.p. DE LUXE COUPE £665

AMONGST the extensive pageant of cars to be seen at the Motor Show, there is none that can parallel the De Dion in reputation. For over 40 years the De Dion Car has stood high in public favour. When motoring was in its very infancy he was a proud owner who could claim that his car possessed a De Dion engine. From those old-time beginnings the tradition of De Dion dependability emerged; ever since the De Dion has stood in the front rank of quality cars and owners affectionately tell of the many years of unfailing service that their De Dion Cars have rendered.

In the new models the old-time qualities are attractively blended with all that is best in modern engineering design Four wheel brakes; O. H. V. Engines and well-tried constituents, and the carriage work is distinguished by its graceful lines and exceptional comfort.

De Dion Bouton LTD.

10 GT. MARLBOROUGH ST.
REGENT ST. · LONDON · W. 1
Showrooms 2 minutes from Oxford Circus.



"The Best Medium-Powered Car in the World"

You will understand the many claims made for this remarkable Car when you have seen and tried it for yourself.

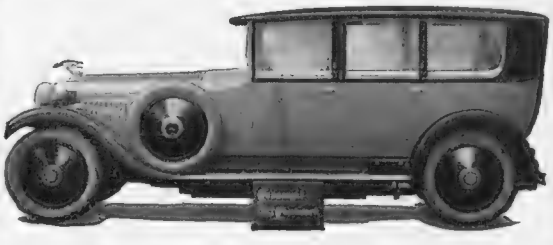
STAND 72
OLYMPIA

LANCIA

"LAMBDA"

Sole Concessionaires:
CURTIS AUTOMOBILE CO., LTD.,
18, BERKELEY STREET, LONDON, W. 1.
Telegrams: Curlanath, Piccy, London. 'Phone: Mayfair 7050.

A PRODUCT OF CRAFTSMEN



EVERY line in a Connaught-built Body is expressive of the style, distinction and comfort which have made Connaught craftsmanship famous. Connaught Coachwork can be supplied for all leading makes of chassis.

Connaught Coachwork

A Product of Craftsmen

Under the Patronage of H.R.H. The Duke of York, K.G.
Works Est. 1770.
Retailers of Rolls-Royce Cars.
THE CONNAUGHT MOTOR AND CARRIAGE CO., LTD.,
34-35 Davies St., Berkeley Square, London, W. *(next to Claridge's).*
Telephone: MAYFAIR 5048. Telegrams: "CRAFTSMEN, WESDO, London."

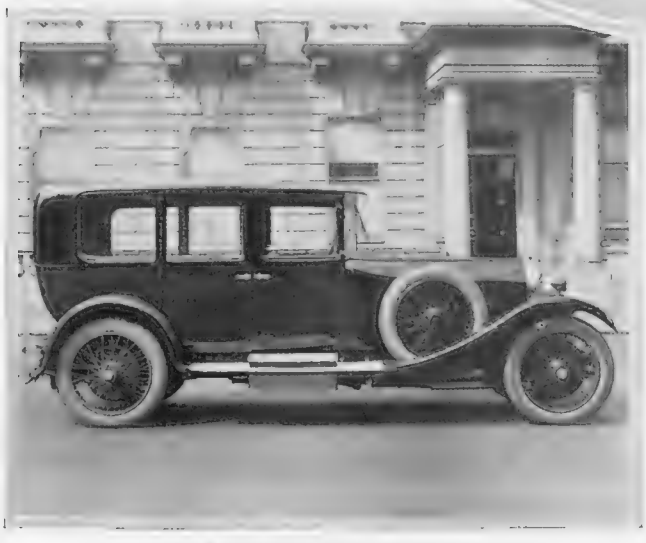
STAND 133 OLYMPIA

seater *de luxe*, with four-wheel brakes, at £277 10*s*., a 16-35 h.p. touring car at £485, a 16-35 h.p. light saloon with aluminium panels at £535, and a 24-55 h.p. six-cylinder saloon limousine at £1,300. A very attractive little model of the 16-35 h.p. two-seater will also be on show. For some years it has been the Wolseley policy to introduce improvements whenever opportunity offered instead of waiting for the end of the season. Many innovations have therefore recently been made in the 11-22 h.p. model. All the four-seaters now have four-doors and the two-seaters two doors, while both types are fitted with sloping screens. On the 16-35 h.p. model the cone clutch has been superseded by a single-plate clutch, while the gear-box now provides four speeds and a reverse.

A WOLSELEY 16-35 H.P. TOURER AT ALTON TOWERS

Bentley, Stand 224. The "Big Bentley" six-cylinder chassis will make its first public appearance at the Exhibition. It will be shown both as a polished chassis where all mechanical details may be seen, and as a complete car in the form of a four-door seven-seater saloon with partition. The six-cylinder engine is cast monobloc, with an R.A.C. rating of 37·2 h.p. Four valves are provided to each cylinder operated by an overhead cam-shaft with a patent silent drive, consisting of three spring loaded coupling rods working in conjunction with a single plain spur pinion reduction gear. Two magnetos are driven by a cross-shaft from the cam-shaft, and the mixture is drawn from a single Smith multiple jet carburetter. A vibration damper is fitted to the crank-shaft. The third Bentley exhibit will be a sporting four-seater by Vanden Plas on a standard Bentley three-litre speed model chassis.

A 14 H.P. STANDARD PALL MALL SALOON

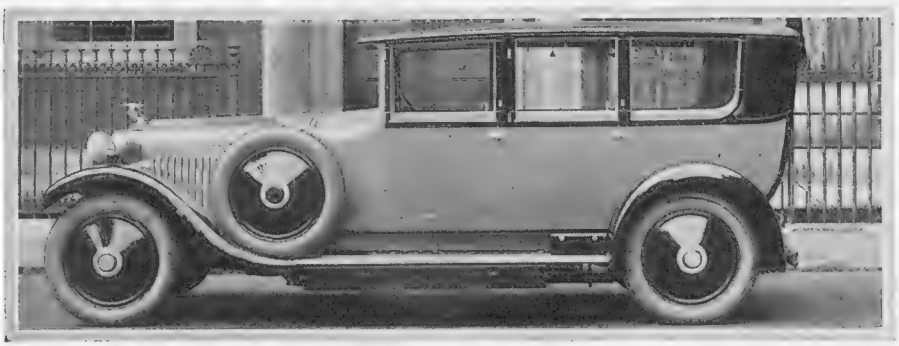


A NEW BENTLEY SALOON MODEL

Standard, Stand 106. Little mechanical alteration will be seen on the Standard cars with the exception of modifications in the steering and front brakes of the 14 h.p. model, the fitting of front-wheel brakes to all 14 h.p. cars, and a higher radiator on the 11 h.p. chassis. Some remarkable developments, however, have occurred in all standard body work, with the exception of that of the popular 11 h.p. Piccadilly saloon. The most notable of these developments is the new all-weather five-seated body of the 14 h.p. Standard, to be known as the "Stratford" model. This has four drop windows, consisting of aluminium framed celluloid panels capable of being set at any height by mechanical regulators. These panels may be employed whether the hood is up or down, and the complete equipment should form an ideal all-weather car. The two-seater 14 h.p. is now a coupé, with a folding leatherette head and drop windows of glass on each side. On the 11 h.p. the 1925 models are superseded by entirely new models to be known as the "Coventry" and the "Knowle." In both cases the height of the body sides above the seats has been considerably increased.

Humber, Stand 213. The Humber exhibit will comprise two examples of the 12-25 h.p., two of the 15-40 h.p., and two of the 9-20 h.p. Dealing first with the 12-25 h.p. and the 15-40 h.p., it will be noticed that they are practically identical with the preceding models. Modifications have been made in the greasing system, while the smaller car has a clutch of larger diameter and friction surface. In view of the growing demand for a high-class light touring four-seater Humber of a larger type than the 8-18 h.p., a 9-20 h.p. car has been introduced, and this entirely displaces the smaller model. The chassis is on somewhat similar lines to those of the model it supersedes, but it possesses a longer wheel-base and a wider track. The bore of the engine has been increased by two millimetres, so that the R.A.C. rating is now 8·35 h.p.

THE NEW 9-20 H.P. TOURING HUMBER



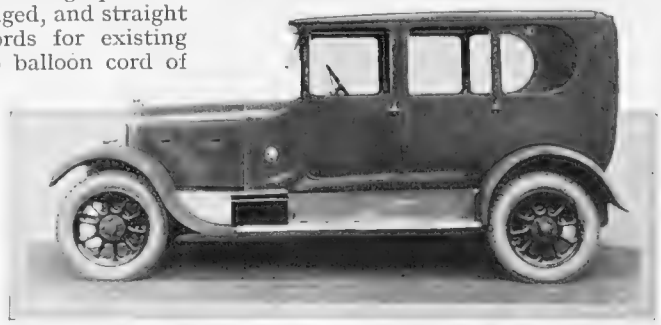
A 40-50 H.P. HISPANO-SUIZA WITH SPECIAL "PARIS" ENCLOSED LIMOUSINE BY THE CONNAUGHT MOTOR CARRIAGE CO. LTD.

Connaught Bodies, Stand 133 Three striking examples of the coachwork produced by the Connaught Motor and Carriage Co., Ltd., will be seen on this Stand. The first of these is a 30 h.p. six-cylinder Minerva, fitted with a Connaught "Barclay" enclosed limousine. This body is fully panelled with all panels beaten over in one piece, doing away with all mouldings. There is a division behind the driver's seat with a drop window, converting the body into an owner-driver saloon. The second Connaught body is the special "Paris" enclosed limousine, mounted on a 30 h.p. long wheel-base Daimler. This is provided with a specially covered leather roof and quarters. A straight screen is fitted with a "D" division, with a glass window which drops fully into this. A Connaught "Westminster" enclosed landaulette of special design will be seen on one of the new 30 h.p. Armstrong-Siddeley Mark II models.

Dunlop, Stand 133 The exhibits on the stand of the Dunlop Rubber Co., Ltd., will include high-pressure cord tyres in beaded edged, and straight side type, balloon cords for existing rims, and the Dunlop balloon cord of the wired type for use with the Dunlop well-base rims. Another tyre at this stand will be the "Warwick," a tyre manufactured throughout at Fort Dunlop and introduced to provide a "quality" British cover at the low selling price of 45*s*. Users of 30 by 3½ covers have here a cover with an efficient non-tread design, and the capacity for good, hard service.

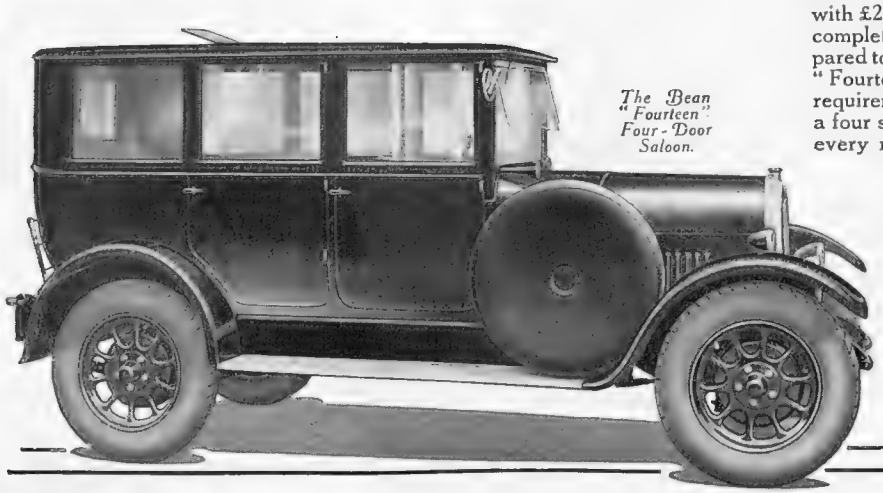
Shell, Stand 384 The first object which will attract the notice of the visitor to the Stand of Shell-Mex, Ltd., will be an oversize model of the famous Shell pump. With this pump the purchaser of spirit can actually see the fuel he is buying flow into the measured and sealed containers, and thence to his tank. So great is the confidence of Shell Mex, Ltd., that they have had this pump certified and generally passed by any body which has to do with the measurement or sale of liquid. Another interesting exhibit is the pump storage for lubricating oil in which Shell oil can be served out from bulk to the car without the driver leaving his seat.

(*Continued on page 96*).



THE NEW 14-34 H.P. SIX CYLINDER SINGER WITH FOUR-DOOR SALOON BODY

The Bean at Olympia.



The Bean "Fourteen" Four-Door Saloon.

If you have yet to see the 1926 Bean Cars, Stand 100 at Olympia offers enlightenment in the form of a very excellent range of models. These cars are not "show" models in the accepted sense, they are exact replicas of the 1926 Bean Cars that have been available to the public since August 10th last. The potential Motorist with £298 to spend will find in the Bean "Twelve" range the most complete car and the finest value at his price, while the man prepared to spend £1,000 will be surprised to discover that in the Bean "Fourteen" range he can obtain every refinement, every modern requirement, at a price far below that figure. Front Wheel Brakes, a four speed gear box and Dunlop Balloon Tyres are standard on every model. Here are the 1926 prices:—

THE "TWELVE"		THE "FOURTEEN"	
Two-Seater	£298	Three-Seater	£395
Four-Seater	£298	Five-Seater	£395
*Saloon	£375	Saloon	£450
		Landaulette	£575
		Saloon de Luxe ..	£585

*A new Model added to the "Twelve" range.

STAND 100—Olympia, Oct. 9 to 17

A. HARPER, SONS & BEAN, LTD.,
DUDLEY, WORCESTERSHIRE.
London - - 11a, Regent Street, S.W. 1.
Manchester - Wood Street, Off Deansgate.

FRONT WHEEL BRAKES ON ALL MODELS

FRONT WHEEL BRAKES

...by a motor-car and killed.

After colliding with a stationary tramway-car in Queen's-road, Hastings, a taxicab swung round on the wet surface and collided with a motor-omnibus. Miss [redacted] of Hastings, a passenger in the cab, was cut about the face by broken glass

Extract from the Daily Mail 14.4.25.

GLASS —THE GREATEST MOTORING PERIL

20% Yearly Saving to the many thousand owners of "*Triplex*" fitted cars.

The safety afforded by "*Triplex*" has enabled us to make an arrangement with the Excess Insurance Company, Limited (Established 1894 and present paid-up Capital £500,000), to quote reductions of 20% (twenty per cent.) off all current premiums in respect of all-enclosed Cars where fitted throughout with "*Triplex*" Safety Glass.

Your Insurance Agent can get you full particulars of the "*Triplex*" Motor Insurance Policy from any Lloyd's Broker.

STAND No. 25
THE MOTOR SHOW
OLYMPIA, Oct. 9-17

Fit TripleX and be Safe

THE TRIPLEX SAFETY GLASS CO., LTD., 1, ALBEMARLE ST., PICCADILLY, LONDON, W.1

THERE ISN'T A CAR

in existence that is easier to drive than a Talbot. It is so designed that you never feel fatigue, the steering is so light that you are never conscious of moving the wheel. Quality in a Talbot car is well worth the cost, and never was quality more apparent than in the 1926 Talbot cars, five examples of which are being exhibited at Olympia.

There are three Talbot models, each available with a variety of bodywork.

10/23 H.P., 12/30 H.P., 18/55 H.P.

PRICES FROM

£350

Stand 147
Avenues O. & P.
OLYMPIA
Oct. 9-17

Illustrated catalogue containing full mechanical details from

CLEMENT TALBOT LTD.
Kensington, London, W.10

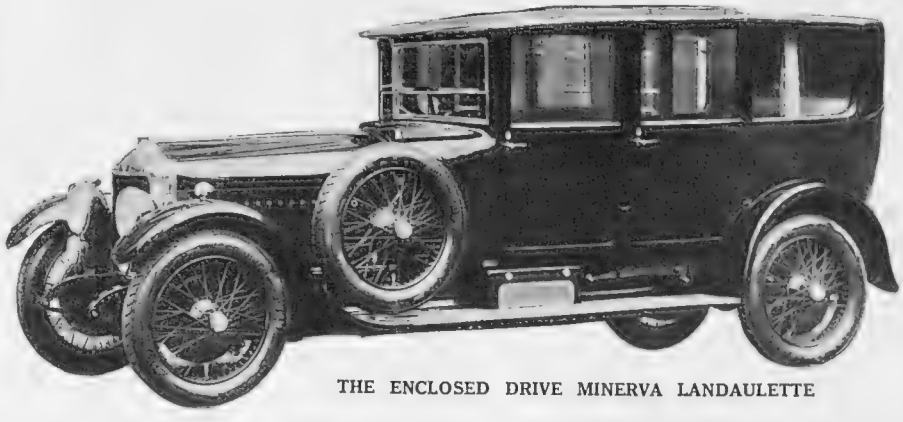
TALBOT

THE 10 H.P. SWIFT

Swift, Stand 149 The Swift exhibits provide ample evidence of the sound policy which has always dictated the production of these cars. This year very notable advances will be evident, among which are the fitting of four-wheel brakes as standard equipment to all Swift models, together with the standardisation of a detachable cylinder head, aluminium pistons and the use of cobalt-chrome steel for the valves of the larger type chassis. The outstanding interest on the Swift Stand at this year's Show will doubtless centre round the new 12-35 h.p. chassis. This car has a four-cylinder engine of 12.8 h.p. rating. Each engine, however, is tested to develop over 35 h.p. before it leaves the factory. Side-by-side valves are provided, while the engine, gear-box, and clutch form one unit. The gear-box provides four speeds. The foot brake operates on all four wheels, and the hand-brake upon the rear wheels. One chassis and two complete cars of this model will be found on the Stand. The complete cars consist of a five-seater touring car, and the other a handsome four-door five-seater saloon. Two 10 h.p. Swifts are also exhibited, the one an attractive two-three seater, and the other a four-seater with three doors and adjustable front seats.

Minerva, Stand 187 Two chassis and two complete cars will be seen on the stand of Minerva Motors, Ltd. The chassis are of 20 h.p. and 30 h.p., both having six cylinders. The Minerva engines have sleeve-valves with detachable heads, while cooling is by pump. Splash lubrication is employed. On the two chassis shown, separate gear-boxes are fitted, giving four speeds. Four-wheel brakes are fitted as standard. So satisfactory has been the performance of the current models of the Minerva that the makers have found it unnecessary to make any but detail alterations. Two complete cars will be seen, one being the 16 h.p. four-cylinder standard saloon and the other a 30 h.p. six-cylinder enclosed drive landaulette, surely one of the handsomest cars in the Show.

(*Continued on page 98*)



THE ENCLOSED DRIVE MINERVA LANDAULETTE

Humber

STAND 213 OLYMPIA Oct. 9–17.

1926 Humbers at Olympia

YOU ARE CORDIALLY INVITED TO INSPECT THEM

THE attractive range of Humber Cars for the new season reflects our traditional policy of improving upon our best and provides unlimited scope for choice. There are three models, the 9/20 h.p., 12/25 h.p., and 15/40 h.p., comprising 2/3-Seaters, 4-5 Seater Tourers and Saloons, whilst the 12/25 h.p. range includes a beautifully designed ¾-Coupé. All 12/25 h.p. and 15/40 h.p. Open Cars are equipped with a perfect weather-proof fitment. The side windows of celluloid, mounted in rigid metal frames, disappear into the doors and body framework when not required in use. Our 9/20 h.p. All-Weather Equipped Car supersedes the 8/18 h.p. Car, and is introduced in response to many requests for a light Touring Car on the same lines as our 12/25 h.p. and 15/40 h.p. Models. Dunlop Tyres standard.

WRITE FOR FULLY ILLUSTRATED CATALOGUE

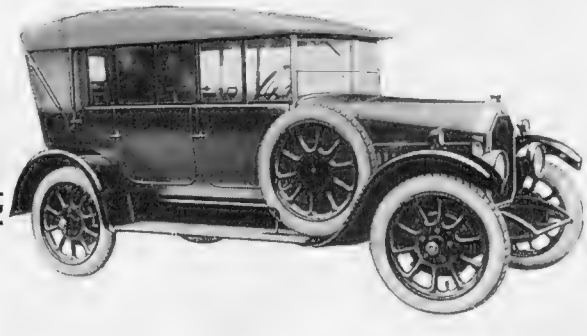
Models Shown at Olympia.

9/20 h.p. 4-Seater - -	£260	12/25 h.p. 4-door Saloon -	£555
9/20 h.p. Saloon - - -	£315	15/40 h.p. 5-Seater Tourer -	£645
12/25 h.p. 4/5-Seater Tourer	£440	15/40 h.p. 4-door Saloon -	£860

HUMBER LTD., COVENTRY

LONDON:

West End Showrooms: Humber House, 94, New Bond St., W.1
Export Branch Office: - - 32, Holborn Viaduct, E.C.1.
Service Depot: - - - Canterbury Road, Kilburn, N.W.6.



THE 12/25 H.P. 4-5 SEATER TOURER MODEL.

THERE is no pride of possession in a so-called "cheap" car. But there is something to enthuse over in a car which does everything and more—much more—than its rivals on the road. Sunbeam owners know what this enthusiasm means; you can know it too. Don't rest content until you own a Sunbeam.

There is a new and bigger Sunbeam this year—the 30/90 h.p. Straight Eight. See the Sunbeams at Olympia. Stand 110.

The SUNBEAM MOTOR CAR Co. Ltd. WOLVERHAMPTON

London Showrooms and Export Department:
12, PRINCES STREET, HANOVER SQUARE, W.1.
Manchester Showrooms - - - 106, DEANSGATE.

SUNBEAM

The Supreme Car

MODELS AND PRICES.	
14/40 h.p. Four Cylinder Chassis	£495
Touring Car or Two Seater ..	£625
20/60 h.p. Six Cylinder Chassis	£795
Touring Car	£950
Three Litre Six Cylinder Chassis	£950
Four Seater Sporting Car ..	£1,125
30/90 h.p. Eight Cylinder Chassis. Short Wheel Base	£1,050
Touring Car	£1,295
Chassis Long Wheel Base ..	£1,250
Enclosed Limousine	£1,850

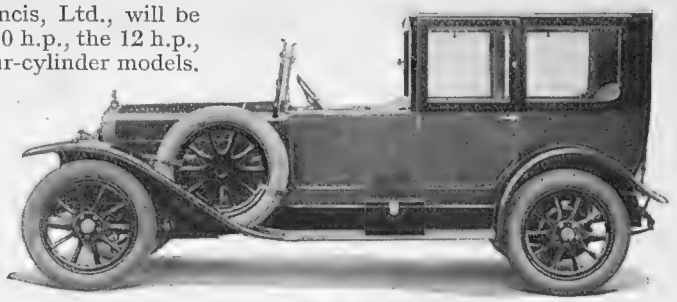
All models are fitted with Four-Wheel Brakes.

REMEMBER, WHEN BUYING A CAR, THAT ITS VALUE IS ENHANCED, EITHER NEW OR SECOND-HAND, IF A C.A.V. LIGHTING AND STARTING SET IS INCLUDED IN THE SPECIFICATION, BECAUSE C.A.V. IS THE PIONEER SET AND ITS RELIABILITY IS KNOWN AND PROVED BY TIME. EVEN, HOWEVER, IF IT IS TOO LATE AND YOU ALREADY HAVE A CAR FITTED WITH ANOTHER MAKE, YOU CAN IMPROVE IT BY FITTING A C.A.V. BATTERY WITH PATENT THREADED RUBBER SEPARATORS. THE BATTERY IS THE HEART OF THE SET. VISIT STAND 432, OLYMPIA MOTOR SHOW, OR ENQUIRE AT ANY C.A.V. SERVICE STATION IN THE WORLD. C. A. VANDERVELL & CO., LTD., ACTON, LONDON, W.3.

Lea-Francis, Stand 32

Consistent success in open competitions and in the every-day service of owner-drivers is surely the best criterion of a light car's qualities. The Lea-Francis has proved victorious in every type of trial with a consistency attained by few cars, whilst I hear that its popularity is constantly increasing among private users. On the Stand of Messrs. Lea and Francis, Ltd., will be seen examples of the 10 h.p., the 12 h.p., and the 12-40 h.p. four-cylinder models. No very radical changes have been made in the mechanical details for 1926, but wherever possible detail improvements have been introduced. The 10 h.p. Lea-Francis will be exhibited with two different bodies, these being the two-seater Popular at £210, and the two-seater Tourer at £262. The 12 h.p. Lea-Francis, the larger model, will be exhibited with a four-seater all-weather touring body, priced at £285, and also with a handsome saloon body costing £365. The remaining model exhibited on the Lea-Francis Stand is a 12-40 h.p. four-cylinder four-seater Sports car. This model has several distinctive features and is obviously one having a particular attraction to those who require high speed combined with comfort and a handsome sporting finish.

A 12-40 H.P. LEA-FRANCIS SPORTS MODEL ON THE HILLSIDE AT PRINCES RISBOROUGH



A 12-40 H.P ANSALDO WITH COUPÉ DE VILLE BODY

Ansaldo, Stand 49

A car which is making steady headway in this country and which has numerous striking competition successes to its credit on the Continent is the Ansaldo. For instance, in the recent Klausen hill climb in Switzerland, Ansaldos took the first four places in the class for standard touring cars under two litres. I am assured that these were ordinary standard cars exactly similar to those being shown at Olympia. The special features of the Ansaldo car are its braking system, its general neatness, and its design, which is so typical of Italian car builders. The Ansaldo range includes five chassis, three with four-cylinder engines and two with six cylinders. The horse-power rating and consequently the tax is low, the four-cylinder engine being rated at 30 h.p., but developing 40 b.h.p. at 3,000 r.p.m., while the specially tuned 40 h.p. four-cylinder engines develop 48 b.h.p. at 3,200 r.p.m. A car which has to be used as the Ansaldo is in Switzerland and Italy must of necessity have exceptional brakes, and these thus make it a most suitable car for use in those parts of England in which hills abound. With excellent braking, the Ansaldo combines exceptional hill-climbing powers.

G. C. S.

SANKEY Patent All Steel WHEELS

OLYMPIA

Stand 492

After the engine, look to the wheels. Give them just this much consideration. See the name Sankey on them and then let Stand 492 show you in a few moments why you will need give no more thought to the wheels of your new car during its entire life-time.

JOSEPH SANKEY & SONS, LTD.,
Hadley Castle Works, WELLINGTON, SALOP.

'Phone: Wellington, Shropshire, 66.
'Grams: "Sankey, Wellington, Shropshire."

Crossley

STAND 139

THE Crossley range for 1926 includes the famous 14 h.p., 19·6 h.p., and 20/70 h.p. models.

New models, of outstanding interest, are:

THE 14 H.P. CROSSLEY COACH

and the

NEW CROSSLEY SIX

WITH OVERHEAD VALVES

Full details of all models on application to STAND No. 139

14 H.P. Touring Car £395

EXHIBITS

14 h.p.

DEFINITELY accepted as the highest value in medium-powered cars. Completely equipped.

Touring Car

£395

including four-wheel brakes

Saloon **£550** Landaulette **£570**

THE NEW COACH .. **£455**

19·6 h.p.

RECOGNISED as the finest 4-cylinder car in the world. The car which broke all R.A.C. Certified Trial Car Mileage Records.

From **£785**

including four-wheel brakes

A NEW SIX

A NEW 18/50 h.p. six-cylinder model with overhead valves is exhibited in chassis form. This new model will cause a sensation in motoring circles. It has a range of from 3 to over 60 m.p.h. on top gear with perfect silence and absence of vibration, and a speed and acceleration unequalled by any other car of its capacity. Inspect the chassis and note its extraordinary strength.

Touring Car **£675**

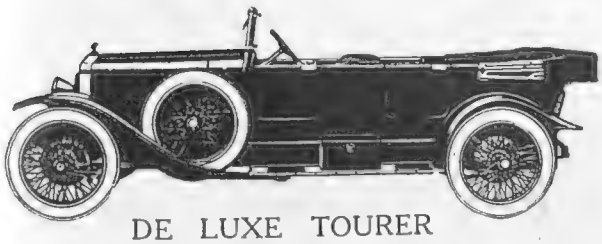
CROSSLEY MOTORS LTD., Manchester, and 40-41 Conduit Street, LONDON, W.1

ANSALDO

THE ITALIAN CAR

12-40 H.P. MODEL 4-C

FOUR-WHEEL-BRAKES.



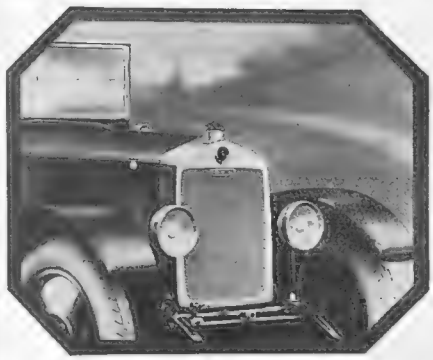
DE LUXE TOURER

£490

WIRE WHEELS £12 EXTRA

OLYMPIA STAND 49

ANSALDO MOTORS LTD.
48 DOVER ST.,
PICCADILLY,
LONDON, W.1



Olympia

has no more interesting exhibit than that of Lanchester Cars on Stand 111. There is a magnificent 40 H.P. 6-cylinder Limousine in Grey, all enclosed and elaborately fitted for comfort and convenience. A special Sports model of 21 H.P. designed on the lines of a Racing Boat, in Polished Teak and White; and an all enclosed 6-seat Limousine on the 21 H.P. 6-cylinder chassis. Each exhibit is in itself an outstanding example of British Automobile Engineering and Coachbuilding. Catalogues and photographs supplied on demand, and we shall be pleased to arrange a trial run at any time to suit your convenience.

Lanchester Cars

are built in two sizes:— a 40 H.P. 6-cylinder Car with wheelbase of 11 ft. 9 ins. or 12 ft. 6 ins. optional without extra charge; and a 21 H.P. 6-cylinder Car of smaller dimensions, designed on similar lines, having a wheelbase of 10 ft. 9 ins. or 11 ft. 1 in. A full range of open and closed Bodies is available for each model.

Lanchester Cars

STAND 111

AVENUES M & N

THE LANCHESTER MOTOR COMPANY, LTD.

Armourer Mills, Birmingham. 95, New Bond Street, London, W. 88, Deansgate, Manchester.

Quality

BREAK YOUR FETTERS.

There is no joy in monotony—in doing as others do. Own a Unic 12/23. It's quality—the finest craftsmanship in the Automobile industry. Buying a Unic means a bigger outlay but a wealth of satisfaction.

The new 12/23 is supplied with front-wheel brakes, 1st grade All-British coachwork, cantilever springing, lighting and starting sets and all fittings; prices from £475.

SEE THE UNIC AT OLYMPIA—STAND No. 210

'Phone: Victoria 2627.

UNIC MOTORS LTD.

18, BREWER STREET, BUCKINGHAM PALACE ROAD, LONDON, S.W.1.

Freak Cars give freak performances—

no indication of the performance of production models. Standard cars give a standard of performance by which you can truly judge their merits. Lea Francis build no freak cars. The astounding list of successes to their credit this season has been compiled by cars identical with those you can examine on our stand or in the hands of our agents.

We guarantee this.

Buy a Lea-Francis and have a potential gold medal winner.

OLYMPIA STAND NO. 32

10 h.p. and 12 h.p. Models from £210

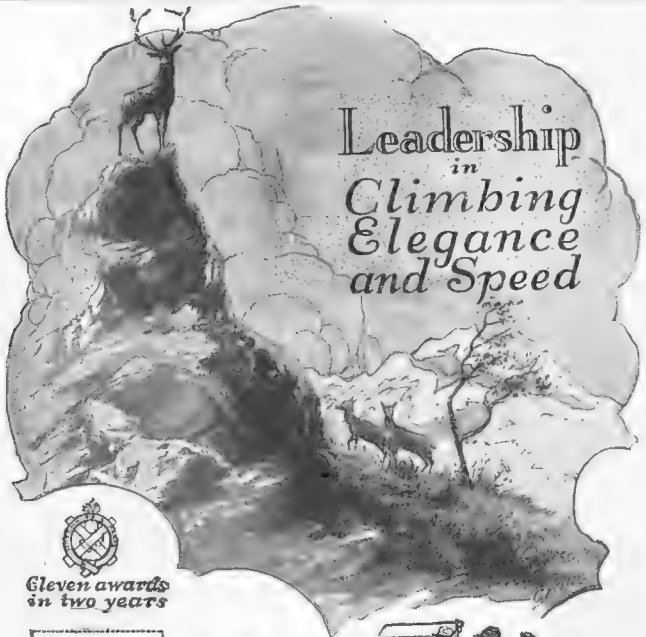
2 & 4 seater, Coupe & Saloon Coachwork.

LEA & FRANCIS, LTD.,

LOWER FORD STREET, COVENTRY.

London Showrooms: 118-120, GT. PORTLAND STREET, W.1.

Telephone: Museum 8720.



Eleven awards in two years

OLYMPIA SHOW STAND NO. 188

Hotchkiss

OVERHEAD VALVE MODEL.		SIDE VALVE MODEL.	
15.9 Chassis	£395		£345
4/5 Tourer (French Body)	£520		£415
4/5 Tourer (English Body)	£570		£525
Weymann Saloon	£595	Fully equipped and ready for the Road.	

Sole Concessionaires:

LONDON & PARISIAN MOTOR CO. LTD.

87, Davies Street, London, W.1

'Phone: Mayfair 4224/5. 'Grams: "Corelio London."

SERVICE DEPOT: Newcastle Place, Edgware Road, London, W.2.

ROLLAND PILAIN

100 Av. Champs-Elysées, Paris.

OLYMPIA-1925

(October 9th to 17th)

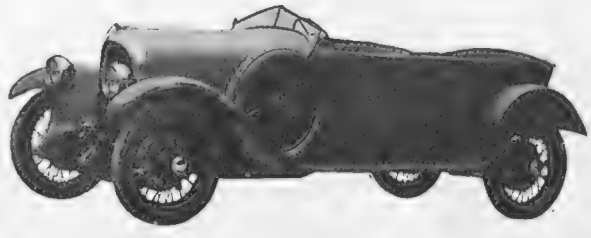
THIS old-established firm of automobiles, holders of several of the principal records of endurance (24 hours track, 24 hours road, trans-continental crossing of Africa, etc.) exhibit their latest 1926 models at Olympia.

13/28 H.P. 13/48 H.P. 14/60 H.P. (2 litre)

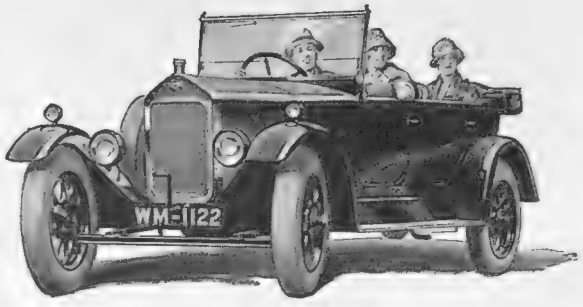
STAND No. 43

Avenues G, H.

Agents required.



"Built up to a standard, not down to a price."



WOLSELEY

'THE CARS OF QUALITY'

Before deciding on your new car you should carefully examine the Wolseley exhibit. Five splendid examples are being shown, and you are cordially invited to call and inspect them at Olympia on

STAND No. 138

A Full Range of Wolseley cars are also on exhibition at our showrooms :

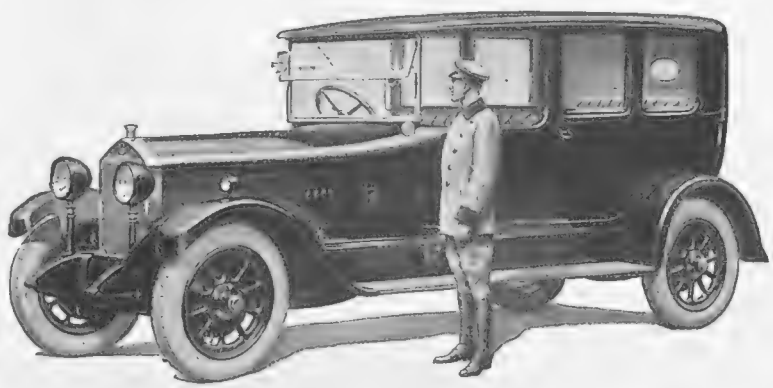
WOLSELEY HOUSE, PICCADILLY, W.

Prices from

£235

11/22 H.P.	Two-seater	£235
	Four-seater	£235
	2-seater de luxe	£265
	4-seater de luxe	£275
	Light Saloon	£325
16/35 H.P.	Touring Car	£485
	Two-seater	£485
	Light-Saloon	£515
	Saloon	£650
	Landaulette	£675
21/55 H.P.	Touring Car	£985
	Landaulette	£1200
	Saloon-Landaulette	£1300
	Saloon-Limousine	£1300

CATALOGUE NO. 19
post free on application.



WOLSELEY MOTORS LTD.,
Adderley Park, BIRMINGHAM.

London Showrooms : Wolseley House, 157, Piccadilly, W.

Indian Depots : Bombay, Calcutta and Delhi.

E

Play the Game!

A thought for Olympia

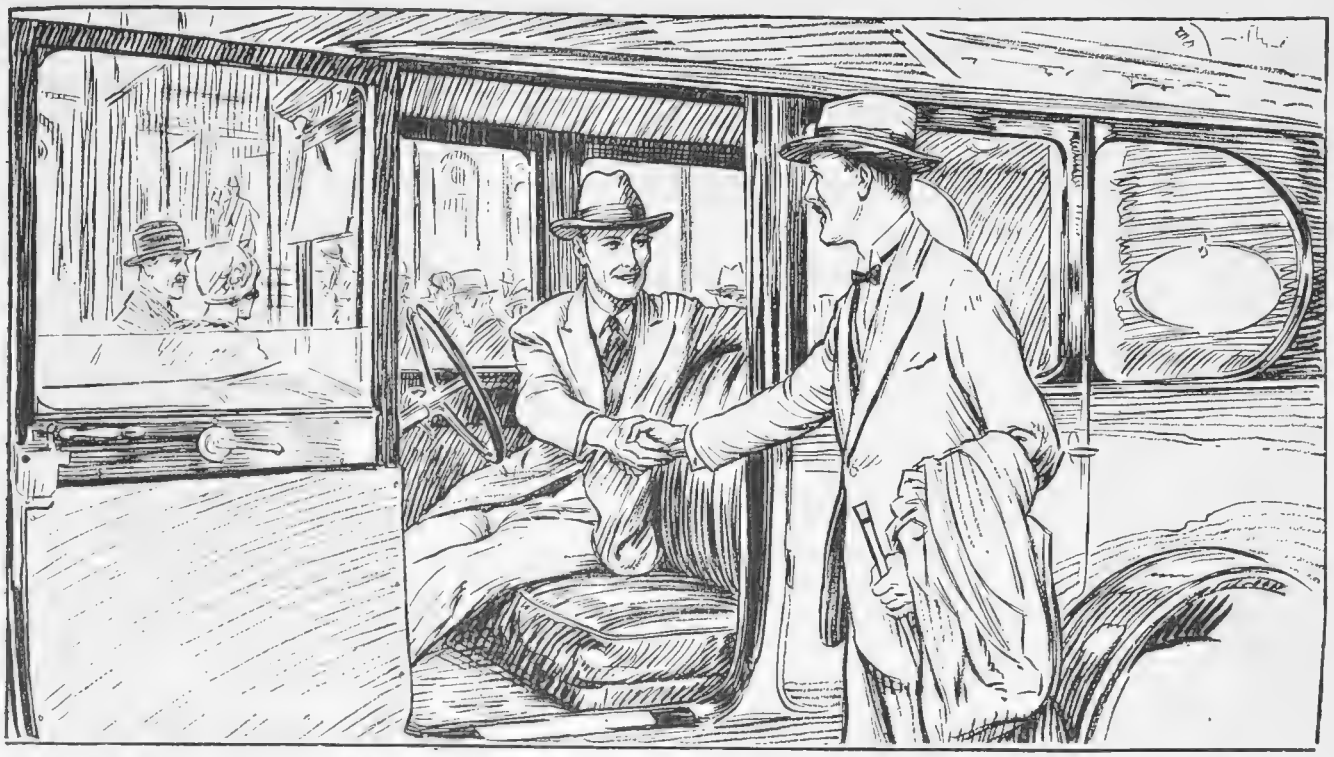
Remember this when you go to Olympia. If the car you buy there is not British, you are simply giving foreign workmen employment that should go to your own kith and kin. You are also helping to perpetuate your own heavy burden of taxation. Buy a British Car—unsurpassed in all the world for quality, economy and durability.

Own a
BRITISH CAR

A British Car is a car made entirely in the British Isles, of British-made parts and fitted with British-made tyres and accessories.

BRITISH CARS FOR BRITISH FOLK

LITTLE STORIES OF SATISFACTION



"I'm glad I got a Singer"

"So long, Bill, and mind you see everything. But don't forget my Singer experience when you're deciding — 9,000 miles in the last few weeks without the slightest mechanical fault or adjustment whatever.

"Petrol consumption works out at 35 m.p.g., and she'll cruise for ever with the speedometer at 35. Nippy as a cat on hills, she's a sheer joy in traffic—but you saw that for yourself coming here. And whenever you ask her she'll beat 50 m.p.h. on a good road.

"But take my tip and don't go *straight* to the Singer Stand. Look at some of the other cars first, and then compare the new Singer models, at the Singer prices. That is the sort of test the Singer welcomes."

STAND 81 faces you as you enter Olympia

1926 MODELS AND PRICES

(Including Four Wheel Brakes in every case)

10-26 h.p. Saloon Limousine Body fully enclosed with 4 doors and 6 windows

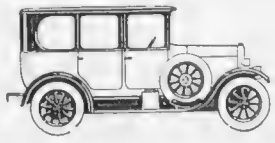
£280

Other Models:

"De Luxe" 2-seater **£225**

"De Luxe" 4-seater **£225**

Instalment Payments arranged for all Singer Models.



Illustrated catalogue and full specification sent on request.

SINGER

THE CAR THAT LOOKS AFTER ITSELF

SINGER & CO., LTD., COVENTRY. *London Showrooms:* 202 GREAT PORTLAND STREET, W.1.

DOGS AT SCHOOL

WHAT FANCIERS THINK

By "THE KENNELMAN"

To-day in Edinburgh opens the Scottish Kennel Club's forty-second annual Show; and next week brings the Shows of Belfast, Nottingham, and Peterboro', among others. The steadily-growing army of members of the Ladies' Kennel Association have fixed their annual Show for this year at the Crystal Palace, November 25.

There is a good work to be done in the matter of informingly interesting young people in the care and breeding of Dogs. There's a lot in it, both for the young people and the canine community. For this reason the Kennelman has been at some pains to obtain the views of a good many fanciers and doggy people upon the suggestion put forward in the Press by Mr. I. C. Fortescue for the formation of a Public Schools Dog Club. With hardly an exception he has found the views expressed tally precisely with his own. The ideal behind the suggestion is welcomed, and everyone hopes that it will not be allowed to fall through by reason of the form given to it, and the possible impracticability of Mr. Fortescue's detail.

Thus the opinion is generally expressed that it is not practical to expect the public school authorities to allow boys who have purchased well-bred Dogs to "bring them back to school in term time." On the other hand, general agreement is expressed with the idea that "Dog-loving masters" might be induced to co-operate by giving instruction in the principles of scientific Dog-breeding, and that help should be sought from parents, the editors of doggy newspapers, and breeders and fanciers. Special classes might be provided in some of the leading Shows for exhibitors who are public school boys—or girls. The root educational ideal might be served in many useful ways, without making any impracticable demands.

Apropos recent references to the Griffon Bruxellois, enquirers who wish to know how long this interesting breed has been recognised might address the Griffon Club, care of the Kennel Club, 84, Piccadilly. It's fairly safe to say the Griffon had established himself half a century ago.

With regard to scientifically tested and prepared foods for puppies, enquiry might be addressed to Cuthbert Allen, Esq., 40, St. Mary Axe, E.C.4, who has all the facts at his disposal.

A devoted friend of Dogs, and a successful breeder of more than twenty years' standing, is responsible for the following sentiments, which the Kennelman gladly passes on to doggy readers, with endorsement: "We who study and love their race naturally rejoice in the rapid growth in the population of well-bred Dogs, with, as we hope, decline in the numbers of neglected, come-by-chance mongrels. Won't you please rub in the facts (*a*) that this welcome progress carries with it certain clear obligations and responsibilities for the doggy; (*b*) that we should be encouraged by it to press tirelessly for still-needed reforms. Under (*a*) please urge that in these days of swift, crowded traffic Dogs ought not to be taken or allowed in busy thoroughfares *off the lead*. Agitate for strict enforcement of regulations forbidding the roaming at large of uncared-for Dogs; all such Dogs to be taken over by police, claimed (in return for a fee) within twenty-four hours, or—euthanasia. Efficient police methods, recovery fees and fines would soon accomplish this boon, and greatly improve the lot and status of Dogs."

Whether or not intended for Show, every well-bred Dog should be registered at the Kennel Club.

Heavy dews are now falling, but what matters if your footwear has been waterproofed with

"NUGGET"
BOOT POLISH

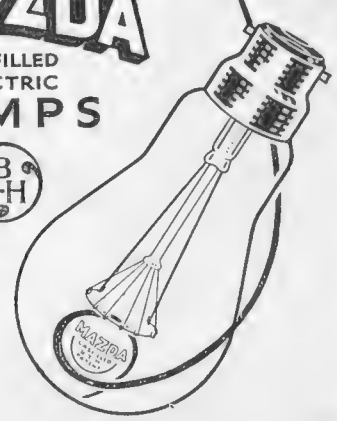
There's a "Nugget" shade for every shoe made.
Sold everywhere in 3d. and 6d. tins.

929.

The right word in the right place

MAZDA
GASFILLED ELECTRIC LAMPS

B T-H



All Electricians, Ironmongers & Stores Sell them

2349

THE
BYSTANDER
Graphic Buildings. Tallis Street, London, E.C.4

No. 1,140.—Vol. LXXXVIII. Wednesday, October 7, 1925 [Registered at the G.P.O. as a Newspaper.]

Telephone: Regent 7500.
Telegrams: "Selanlet, Piccy, London."

HAMPTON & SONS,
20, ST. JAMES' SQUARE, S.W.1.

Branches: Wimbledon, 'Phone 80. Hampstead, 'Phone 2727.

SURREY.
750 ft. up. Healthy position. Sunny aspects. Open and rural surroundings.
ON THE WOLDINGHAM HEIGHTS.
"HATHERLEIGH."

ARTISTIC AND MEDIUM-SIZED FREEHOLD RESIDENCE, with carriage sweep containing: hall and sitting hall, 2 reception rooms, 7 bedrooms, bathroom, 2 staircases, cheerful offices. Chauffeur's room. Garage.
DELIGHTFUL GARDEN and kitchen garden, with fruit wall, in all about 1¼ ACRES.
COMPANY'S GAS AND WATER. CENTRAL HEATING.
VACANT POSSESSION.
To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W.1. on Tuesday, 20th October, at 2.30 p.m. (unless previously sold).
Solicitors, Messrs. LAYTONS, 29, Budge Row, E.C.4.
Particulars from the Auctioneers, HAMPTON and SONS, 20, St. James' Square, S.W.1.

IN THE HEART OF THE BEAUTIFUL NEW FOREST AT
MINSTEAD LYNDHURST.
YACHTING, SHOOTING, FISHING, HUNTING, AND GOLF AVAILABLE.
"BIGNELL WOOD COTTAGE."

A FREEHOLD COTTAGE RESIDENCE (partly thatched and dating back 130 years); approached by well-wooded drive, and containing: 6 bedrooms, serving room, 2 baths, 2 reception rooms, conservatory, usual offices.
Garage, stabling. Coal, engine house.
OLD-WORLD PLEASAUNCE OF GREAT BEAUTY, woodland, paddock, kitchen gardens, etc., in all about 3 ACRES.
GOOD WATER SUPPLY, OWN ELECTRIC LIGHT, PART CENTRAL HEATING, DRY SANDY SOIL, SEPTIC TANK DRAINAGE.
VACANT POSSESSION.
To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on Tuesday, October 27th, at 2.30 p.m. (unless previously sold).
Solicitors, Messrs. MUSGROVE, LEE, and ARTHUR SMITH, 18, Newhall Street, Birmingham.
Particulars from the Auctioneers,
HAMPTON and SONS, 20, St. James' Square, S.W.1.

ON THE KENTISH COAST.
1½ mile from station. Easy reach of several well-known Golf Links.

EXCEEDINGLY CHOICE AND WELL-PLACED FREEHOLD MARINE RESIDENCE, "MERTON LEA," ST. MARGARET-AT-CLIFFE, BETWEEN DOVER AND WALMER. One of the healthiest spots on the coast, nearly 200 ft. up. Glorious views over sea. Comprising: 3 reception rooms, loggia, 9 bedrooms, bathroom, and usual offices.
COMPANY'S WATER AND ELECTRIC LIGHT.
Garage and stable available.
CHARMING TERRACED GROUNDS, quite inexpensive to maintain, of about ¾ ACRE.
WITH VACANT POSSESSION.
To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on Tuesday, 20th October, at 2.30 p.m. (unless previously sold).
Solicitors, Messrs. PENNINGTON and SON, 64, Lincoln's Inn Fields, W.C.2.
Particulars from the Auctioneers, HAMPTON and SONS, 20, St. James' Square, S.W.1.

BUSHEY HEATH.
HERTS AND MIDDLESEX BORDERS.
500 ft. up. Close to open and rural country. 14 miles from Metropolis.
"WYKEHAM."

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PRETTILY DISPLAYED & HEAVILY TIMBERED PLEASAUNCE of over 1¼ ACRES.
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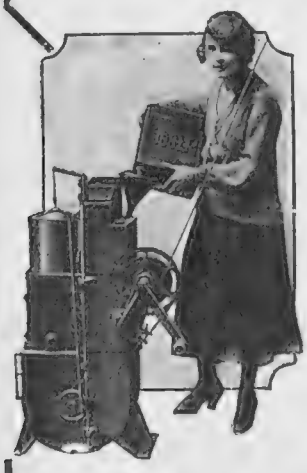

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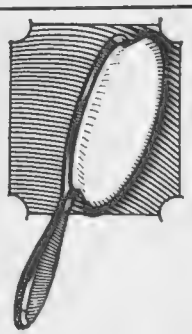

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"The Ciro Pearls came yesterday. To say that my wife is pleased is to say very little. I have not yet recollected the adjectives that are necessary to express her delight," writes a Guernsey client.

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OUR UNIQUE OFFER.

On receipt of One Guinea we will send you a necklet of Ciro Pearls 16 inches long with gold clasp, in case. Wear for a fortnight and compare with any real pearls. If you can detect any difference return them to us and we will refund your money in full.

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AUTUMN MODELS FOR 1925

In plain colours and in stripes.

The Celes Regd. name is on every garment.

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PURE SILK

Universal Popularity

ANZORA CREAM and ANZORA VIOLA have earned this distinction amongst men because of their unfailing qualities for mastering the most unruly and troublesome hair. They will keep the hair neat and tidy all day in the desired position. They are clean, easy to use and delicately perfumed. CREAM for greasy scalps, and VIOLA is recommended for dry scalps. Insist upon ANZORA and gently, yet firmly

Refuse all Substitutes

ANZORA CREAM for greasy scalps, will not soil hat linings or pillows, and ANZORA VIOLA for dry scalps, containing a little oil of violets, are sold in 1/6 and 2/6 double quantity bottles, by chemists, hairdressers and stores.

ANZORA

Masters the Hair

Manufactured by
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THE discerning note, the subtle something called distinction, is achieved by the woman whose hair has been waved by one imbued with that sense of elegance personal to every woman.

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An invitation to visit the Salons is cordially extended.

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Special Appointment—Phone Mayfair 3798

Full Head:
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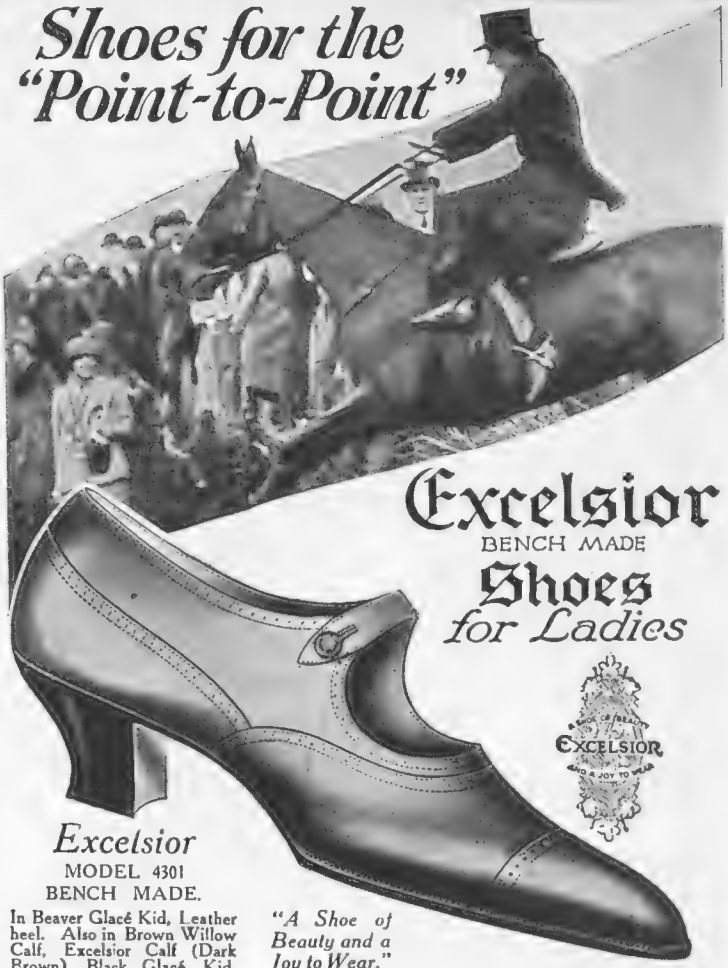

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BENCH MADE
Shoes *for Ladies*

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MODEL 4301
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In Beaver Glacé Kid, Leather heel. Also in Brown Willow Calf, Excelsior Calf (Dark Brown), Black Glacé Kid, Patent Leather.

"A Shoe of Beauty and a Joy to Wear."

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The "Domestikatum" stands alone as the only Hot Water Supply Boiler with an absolutely open grate. It provides constant hot water for baths and household use, gives a cheerful fire in the kitchen, and meets practically all cooking requirements except oven baking. It is economical in time and fuel, and has no bright parts to need continual cleaning.

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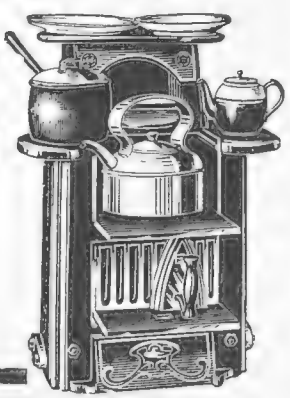

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HOT WATER BOTTLE
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THE RONOLEKE GIVES YOU REAL BED COMFORT

RELIEVES PAIN NEURALGIA INFLUENZA CHILLS ETC

SIZE 12"x8"

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IT LASTS FOR YEARS AND NEVER LEAKS

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SOFT FELTS are 21/-, 27/6 & 32/6
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excepting such specialities as the "L.B." Hand-made at 31/6, the Self-conforming Bowler at 35/-, and the famous "Pull-over" make at 42/-.

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Write for a copy of our interesting booklet "Felt Hats, and what they are made of."

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THE Cornish Riviera is accessible to everyone. The climate in winter is proved to be equal to that of the usual foreign health resort, but of still greater importance, is *more equable* than the South of France or even Madeira.

The "Field" says: "The climate of the (Continental) Riviera . . . *At no time of the year can it compare with the constancy of Cornwall.*"

A journey to the Continental Riviera is both expensive and fatiguing. The Cornish Riviera CAN BE REACHED IN A FEW HOURS by the Great Western Railway expresses from Paddington, whilst there are equally convenient services from provincial centres.

The travel book, "The Cornish Riviera," beautifully illustrated, can be obtained, price 6*d*., from Great Western Railway Stations or Offices, or from the Superintendent of the Line, G.W.R., Paddington Station, London, W.2.

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An artistic production, fully illustrated, FREE

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FROM A CHALK DRAWING BY DRIAN

"HAPPY DAYS."
Compact and safe for the handbag.....Crystal stoppered flask, gilt cap, flowered silk case.

A hundred flowers breathe their fragrance from each drop. Paris, *chic*, sparkling Paris, smiles her allure from the crystal *flacon*. Here, mesdames, —*et messieurs aussi, naturellement*— is self-expression *à merveille!*.....

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Fashion's Fancies

By MRS. JACK MAY

A Record of Quality, Value and Taste

To the seductive strains of soft music, a large gathering of dress-loving women attended the two days' display held by Goochs, Brompton Road, the mannequins, as on previous occasions, carrying cards printed with the price of the garment being shown; and these prices were a revelation, since a number of the very beautiful models displayed would have been valued at considerably more than the sums named, and that is where the name of Goochs for value comes in.

Few would have suspected that 10 guineas would secure an evening toilette very much *en grande tenue* of vermilion-red georgette, the bodice literally encrusted with an exquisite bead embroidery.

But where all were so good it is difficult to particularise. At the same time, there was no mistaking the influence here as elsewhere of the smart wrap-coat. Our artist contrived to make a sketch of one here shown. The material composing it is one of the newest French productions, woven in stripes of brown, grey, green, and russet, and the adroit play made with these stripes can be seen in the picture. At the back only comes a deep flounce of moleskin, a pelt that reappears in collar and cuffs, and few will cavil at the price asked for this very *recherché* creation, which, lined throughout with crepe de Chine, is to be had for 17 guineas. The firm have issued their customary illustrated autumn catalogue, from which a general trend of the styles and value can be gleaned.

A SMART WRAP-COAT

This model, by Goochs, is carried out in one of the newest French materials, woven in stripes of brown, grey, green and russet. The deep flounce at the back and the collar and cuffs are of moleskin

(Sketches by Betty Nisbet)

FOR THE EVENING

This dainty model from Marshall and Snelgrove's is of georgette and silver lace. The graceful flared skirt is trimmed with bands of the lace, while the bodice is entirely of the latter, mounted over the georgette

Inexpensive Evening Frocks

One wonders and wonders again how Marshall and Snelgrove, of Oxford Street, manage to produce dresses at 6 guineas that have all the appearance of being well worth double the price. Not only are the materials good, the styles of the very latest, but the workmanship is irreproachable, and comprises such dainty finishing touches as silk foundations finished by deep hems of georgette, the sort of thing one expects to find only in the more costly creations.

THE VOGUE OF KASHA

An attractive three-piece suit in the familiar natural shade of this fabric, by Harvey Nichols, of Knightsbridge. A note of distinction is added by the embroideries in tone, mingled with black, and the fur-facing to the back of the stand-up collar

In the evening section the value is amazing. For the sum named above there is an exhaustive choice, and it was difficult to make selection, though the example illustrated is sufficiently representative. This, a model obtainable in a range of dainty evening colourings, is of georgette and silver lace; the graceful flare skirt is trimmed with applied bands of the lace, while the bodice is entirely of the latter mounted over the georgette, the only break to the harmony being a contrasting tinsel ribbon girdle and flower, while the whole is mounted over good Jap silk.

A rather heavier guipure silver lace is employed to give a telling silhouette to another georgette model which is especially bewitching in a delicate sea-green. Two long streamers of the georgette fall from either shoulder at the back, and float about airily as the wearer moves. Indicating the trend of the trimmed back is a chiffon velvet model, the back of which crosses from the right shoulder to resolve into full godet folds in the skirt at the opposite side. A handsome girdle of beads and mock jewels hint at a longish waist, and also form a strap to the new diagonal *décolletage*. In black chiffon velvet this is a most imposing gown, the girdle and bretelles in cedar wood coloured bugles, interspersed by mock sapphires.

Paris Favours Black Cloth Tailor-Mades and Silver-Fox Furs

KASHA still pursues a serene course. Apparently there is as much demand as ever for this famed Rodier fabric, nor is it to be wondered at when it is offered up in such delightful guise as a three-piece seen on the previous page which was sketched at Harvey Nichols, Knightsbridge. In the familiar natural shade there is accorded a note of distinction by embroideries in tone mingled with black, the skirt of the self shade finely pleated, and the rather long jumper only enhanced by the silk broderie. Another is the long, straight coat, the back of the stand-up collar faced with some soft fur in tone.

Called a two-piece, but in reality a three-piece, again, is a sort of frock-coat of chestnut face-cloth worn over a slip of crepe de Chine slightly paler in tone. Charming little pocket *motifs* occur either side front, and also on the sleeves wrought in many coloured narrow ribbons picked out with bronze and aluminium beads. The coat is extremely cleverly cut, with flares at the hem, and is completed by an upright collar lined with pleated crepe de Chine backed by kink fur.

A ready sale is being found in these *salons* for jumper suits of kasha in a range of colours at 6½ guineas. The skirts are fancifully pleated, the jumpers finishing with a fling-over scarf collar that can be worn open or closed. They are simply ideal for morning and knockabout wear.

A HANDSOME WRAP

A coat of French electric coney, from the City Fur Stores. It is modelled with a slight flare at the side, with hem, collar and cuffs of natural skunk. The fronts cross over, and are fastened with a single jet button

Sketched by "Beta"

The Flare Influence in Fur Coats

WHATEVER else is wavering in the balance of approval, there is no manner of doubt but that it is going to be a big season for furs. As a trimming fur is ubiquitous, while the ingenious handling and fashioning of coats and capes far surpasses all previous records.

Fully prepared for the assured large demand for their very admirable goods is the City Fur Store, 64, St. Paul's Churchyard, E.C., evidence of their knowledgeable interest in prevailing modes being shown in the coat illustrated. Built of the finest French electric coney, this handsome full-length wrap is modelled with a slight flare at the sides, a movement that is emphasised by a hem of natural skunk, which reappears in a large collar and cuffs, the fronts crossing over and fastening with a single mammoth-sized fancy jet button. Beautifully finished and lined with a rich brocade of Japanese blue patterned over with large flowers in artistic tones of grey and dull gold, the price is arrestingly moderate at 39 guineas, and for the same sum there is an extraordinary choice in moleskin coats, 46 inches in length. The value is unique, as the skins are all picked and of the finest Scotch quality.

It is, furthermore, important to chronicle that the firm have just issued their customary magnificently illustrated catalogue, a brochure it well behoves all to write for and study carefully.

In small furs there is an exceptionally attractive selection of cross fox.

(*Continued on page* xiv)

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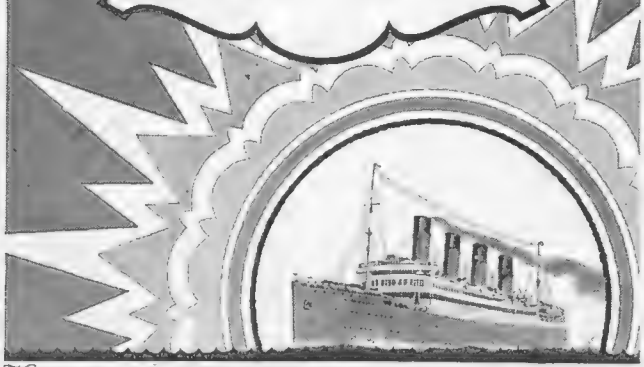

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From the time of your arrival you need never know a dull hour. You will find good hotels and ready facilities for dancing and public amusements, golf and tennis, motoring and riding, as well as sea-fishing, river angling and mountaineering. The joys of bathing and the thrills of surf-riding in warm seas will probably engage much of your time.

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A tour through the great hinterlands will provide you with a series of most delightful experiences in one of the most fascinating countries in the world. You cannot miss its charm, and you will often yearn for it after you have left it.

A descriptive travel book ("T.M.") and any particulars you desire will be mailed to you on application to the Publicity Agent, Union of South Africa, Trafalgar Square, London.

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if you use Lavona Hair Tonic

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Nature's Remedy

BEFORE saying anything about Facktative, I should like to advise everyone to write for and read a small book written on the subject by the Facktative Company, whose address is 66, Victoria Street, S.W. The matter contained therein is far more conclusive and convincing than any that could be written by the pen of a layman.

To many, of course, Facktative is well known as a positive cure for grey and faded hair, dandruff, scurf, and the like ills of the scalp. That is its primary purpose; but it is also invaluable for promoting the growth of the hair, though it does not claim for a moment to recreate hair the roots of which are dead. All that is promised of it is that it brings back the original colour whatever that may have been. Age does not affect its efficacy, for the roots are attacked, and as these grow in health so the hair regains its natural hue. The proprietors absolutely guarantee this, and in default refund the money in full, a fair though perfectly safe offer, and one can only commend their policy also in refusing to foist on the public thousands of sample bottles. They are prepared to stand by the complete faith they have in the preparation doing its work, gradually, effectually, and completely. Facktative is to be bought only in one size bottle at the one price of 10*s.* 6*d.*

AN ORIGINAL DANCER

Miss Margaret Tayler, who recently appeared at the Æolian Hall in some of her dances, which she composes herself, and performs to classical music

A Clever Booklet

An attractive little booklet has been sent to us from the Empress Rooms, which contrives originally and amusingly to give a number of interesting facts about that resort of the dancing world. The right note is struck at once in a very cheery cover by Doris Zinkeisen, the well-known stage designer, and the well-written text is generously illustrated with thumb-nail sketches by Hynes, who needs no introduction to BYSTANDER readers.

IN BUENOS AIRES

The great British-owned store of Messrs. Harrods in Buenos Aires, described by the Prince of Wales as the most attractive store he had seen in all his travels

Signs of Autumn

Autumn is upon us. Already the leaves are turning to russet, the Shires are waking to life at the sound of "the horn in the morning," and the chemists are advertising various infallible cures for coughs and colds. It is at this season of the year that our thoughts turn to hot water-bottles, among which the "Ronoleke" earns warm recommendations. It is obtainable from most chemists and rubber shops, and may also be obtained from the makers, Messrs. Campbell, Achnach and Co., Ltd., Wallace Street, Glasgow.

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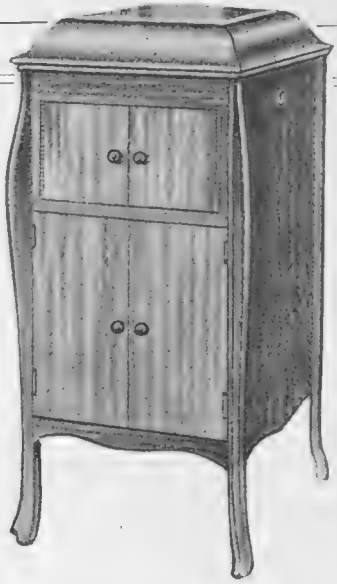

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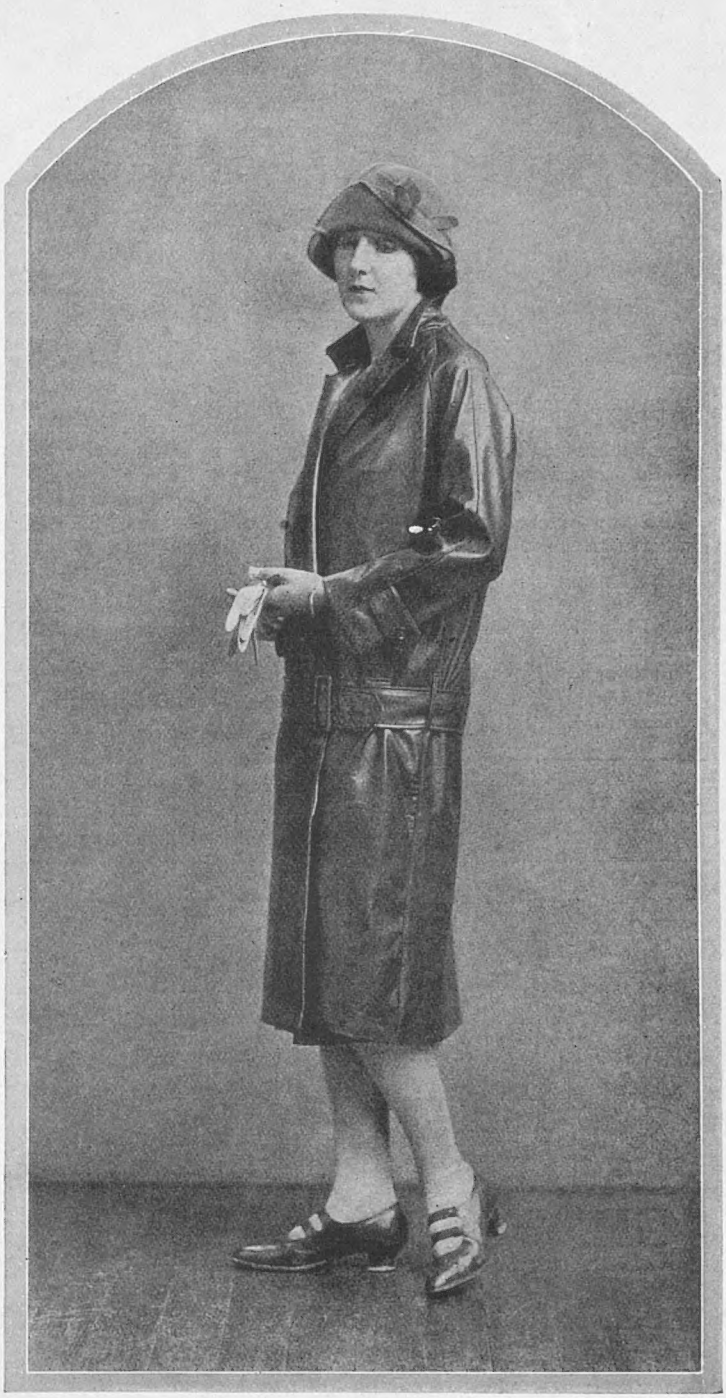

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Hat of supple felt, trimmed and bound with gold galon - - - - - - - **3 Gns.**

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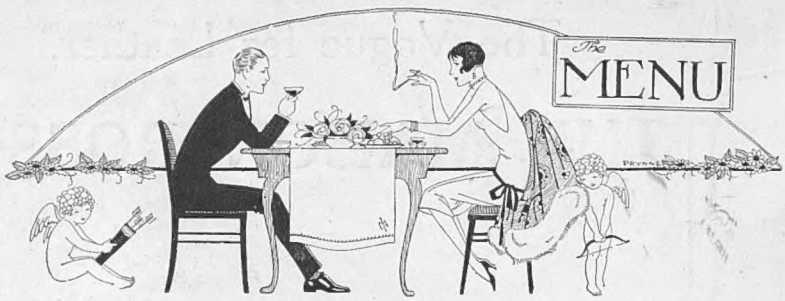

Some Suggestions for a Supper after a Theatre

OYSTERS SAUTÉ À LA CRÊME (CAN BE COOKED IN A CHAFING DISH)
OR FRICASSÉE OF LOBSTER ALSO COOKED IN THE SAME WAY
GAME SALAD
BAKED POTATOES À LA CARLTON
MACÉDOINE OF FRUIT
WELSH RAREBIT COFFEE

Oysters Sauté à la Crême

Put a quart of boiling water over one pint of oysters, drain them and chop them fine. Melt two tablespoonfuls of butter, put them into the chafing dish, stir in the oysters, dust with salt and pepper, and sauté until well browned. Add two tablespoonfuls of finely crushed biscuit crumbs and three quarters of a tea cup of cream. Stir all together and cook three minutes. Serve in small casserole cups.

Fricassée of Lobster

Pick all the flesh from a good-sized lobster and mince it. Melt 2 ozs. of butter in a chafing-dish, and stir into it two tablespoonfuls of flour. Let this cook thoroughly, but not to colour. Then moisten gradually with three-quarters of a pint of milk, and season with salt, pepper, and a pinch of nutmeg. When thoroughly mixed, add the lobster, and let it all simmer for ten minutes, stirring it well. Add a good squeeze of lemon-juice and serve at once with brown bread and butter.

Game Salad

Cut some cold roast partridge or chicken into neat pieces, and let them marinade for an hour in a mixture of oil and vinegar, seasoned with salt, pepper and chopped tarragon. Then arrange the game in a salad-bowl, surround with shredded lettuce, and decorate the whole with two or three hard-boiled eggs in quarters, a few sliced gherkins, and filleted anchovies. Sprinkle over the mixture in which the game was marinaded.

Baked Potatoes à la Carlton

Bake some large potatoes; cut off a round piece from the top of each. Scoop out the potato carefully, so as not to break the skin, mash it with plenty of butter, some grated or Parmesan cheese, salt and pepper, refill the skins, and heat them up in the oven.

Macédoine of Fruit

Cut off a piece from the top of six oranges (seedless if possible), and remove the pulp. Chop together some pineapple, the tinned chunks will do, some muscat grapes, with skins and pips removed, and a few preserved cherries; add some juice from the oranges, with a squeeze of lemon. Sweeten with castor sugar altogether, and fill the orange skins with the fruit and serve.

Welsh Rarebit

Take half a gill of milk, 3 ozs. of Cheddar cheese cut into small dice, one egg, 1 oz. of butter and seasoning. Put the milk into a chafing-dish and bring it to the boil. Add the cheese, the egg (previously beaten) season with salt, pepper and nutmeg. Stir, cooking slowly, until quite smooth, or resembling thick cream. Remove the pan from the flame, and stir in the butter; then return over the flame, and reheat. Pour the mixture over slices of toasted and buttered bread, and serve quickly. The secret of this Welsh rarebit is careful and continuous stirring, so that it is smooth and creamy.

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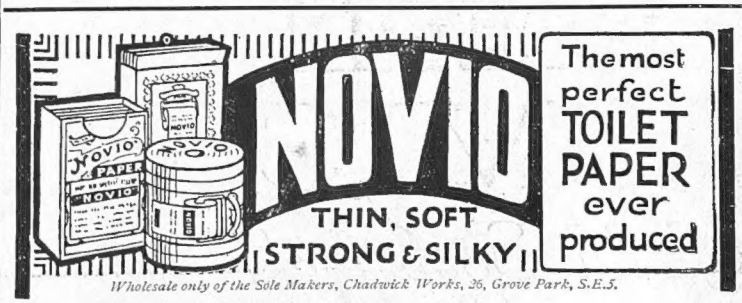

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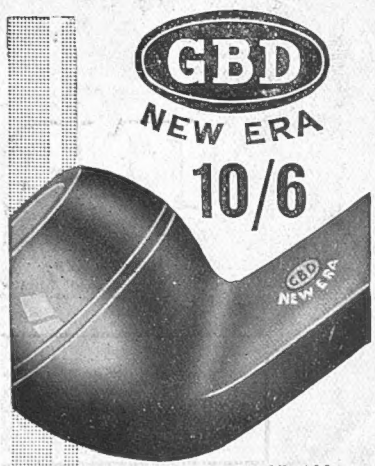

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